

# **Final Report**

**APEC Road Transport harmonization project-Phase 5, Stage 1**

**Tender: Road Transport harmonization project No. TPT 02/99**

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# **APEC Road Transport Harmonization Project**

## **1999 Consultant Draft Final Report**

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## **1. Introduction**

The Road Transport Harmonization Project No. 02/99 started on February 25, 1999 based on a contract concluded between the APEC Secretariat and JASIC.

As in the past three occasions of working as an APEC consultant, JASIC again this time proceeded under an executive system centered on a project leader. Up until last year, however, the JASIC Secretariat had also served as project leader, but this year, in order to bolster the executive system, a project leader was selected among members of JASIC International Cooperation Committee. The project got underway with approximately 10 regular members. Meetings were held once a month (11 meetings were held in total.) Consultation have been conducted in Thailand and Australia, the phase V stage 1 target economies on top of the field work research in European countries, USA, Japan, Thailand and Australia conducted by JASIC.

In an effort to achieve global harmonization of technical regulations, Japan and the EU became members of the revised 1958 Agreement last year. Under the Agreement, mutual recognition of equipment certification was inaugurated. Australia is now also on the verge of becoming a party to the revised 1958 Agreement. As for the 1998 Global Agreement, on the other hand, the United States signed in June of 1998, Canada signed in June of 1999, Japan in August of 1999, France in September of 1999 and EU in October of 1999 and China, Russia and Korea recently announced their intention to sign the 1998 Agreement. Unfortunately, however, the majority of the APEC member economies still have only slight interest in becoming party to either agreement. To overcome these conditions, the merits of participating in the agreements will have to be clearly stressed.

Please refer to Attachment 8 "International Forums and Agreements" for the outline of WP29, 1958 Agreement and 1998 Agreement.

We at JASIC are honored to have been able to take part in this Project. We hope that each APEC member economy will be able to make effective use of the findings presented herein, and that the results of Phase V Stage 1 will serve as a bridge to Phase V Stage 2.

## **2. Outline of Methodology and Task Schedule**

The following five-step approach was taken.

Task 1: Investigate the current status of countries which have already joined 1958 Agreement and/or Global Agreement in view of manpower, facilities/equipment and funds to execute necessary workload for implementing vehicle technical regulations and certification system.

Task 2: Based on the information obtained at Task 1, develop general guidelines for APEC member economies to become active members of WP29 through joining 1958 Agreement and/or Global Agreement.

The guidelines to be set should take account of:

- Implementation of safety / environmental technical regulations
- Implementation of a certification system
- Implementation of systems to check the vehicle compliance with the technical regulations (such as random testing / Audit / Vehicle Inspection / etc.)

Task 3: Carry out fieldwork research on the current status of the two volunteer APEC member economies selected by RTHP Steering Committee in view of vehicle technical regulations and certification system, etc.

Task 4: Provide action plans to bridge the gap between the general guidelines developed at Task 2 and the current status recognized at Task 3. (If necessary, specific guidelines which incorporate the special needs of each APEC member economy should be used instead of general guidelines.) Individual action plans will be provided to each of the two member economies with options. Select the most suitable action plans from the proposed options through consultations with government offices and private sectors concerned in each of the two member economies.

Task 5: Provide advice on procedures to develop respective action plans by itself through provision of tools such as charts and checklists.

**Table of Task Schedule**

TASK		Jan. 1999	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	Investigate the current status of countries which has already joined 1958 Agreement and/or Global Agreement in view of manpower, facilities/equipment and funds to execute necessary workload for implementing vehicle technical regulations and certification system, etc.	→											
2	Based on the information obtained at Task 1, develop general guidelines for APEC member economies to become active members of WP29 through joining 1958 Agreement and/or Global Agreement. The guidelines to be set should take account of: -Implementation of safety/environmental technical regulations -Implementation of a certification system -Implementation of systems to check the vehicle compliance with the technical regulations (such as random testing, Audit, Vehicle Inspection, etc.)		→										
3-1	Prepare for fieldwork research on the current status of the two APEC member economies selected by RTHP Steering Committee in view of vehicle technical regulations and certification system, etc. -decide the items to be investigated -collect and analyze the available information -make fixed forms of research sheet and send them to the two APEC member economies to be filled out in advance			→									
3-2	Carry out fieldwork research on the current status of the two APEC member economies					→							
4-1	Prepare for individual consultation with two APEC member economies -provide specific guidelines for the two APEC member economies -clarify the gap between the specific guidelines and the current status -come up with a few options of action plans to realize the guidelines			→									
4-2	Carry out individual consultation with two APEC member economies and finalize the most suitable action plans									→	→		

TASK		Jan. 1999	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
5	Provide advice on procedures to develop respective action plans by itself through provision of tools such as charts and checklists										→	→	
6-1	Submission of Progress Report 1			→									
6-2	Submission of Progress Report 2							→					
6-3	Submission of Draft Final Report									→			
6-4	Submission of Final Report											→	

### **3. Consultation Working Activity**

- December 7,1998: 1st JASIC Working Group Meeting was held.
- January 13,1999: 2nd JASIC Working Group Meeting was held.
- February 23: 3rd JASIC Working Group Meeting was held.
- February 25: A contract between APEC Secretariat and JASIC was concluded.
- March 23- 29: Field research on vehicle regulation and certification system in Luxembourg, Poland and Germany was made.
- April 05: 4th JASIC Working Group Meeting was held.
- April 16: Progress Report 1 was submitted to the APEC Secretariat and to each RTHP Steering Committee member economy.
- April 19: JASIC explained Progress Report 1 at 15<sup>th</sup> Transportation Working Group Meeting , Santiago, Chile.
- May 07: Comments on Progress Report 1 were received from Mr. Du Fangci of the State Administration of Machinery Industry, China and Mr.M.Kimberlee of Federal Office of Road Safety, Australia.
- May 10: 5th JASIC Working Group Meeting was held.
- May 19-24: Field research on vehicle regulation and certification system in Thailand was made.
- May 20-28: Field research on vehicle regulation and certification system in Australia was made.
- June 17: 6th JASIC Working Group Meeting was held.
- June 24: Questionnaire on United States Safety Regulation, Certification and Compliance-check System filled by NHTSA was received.
- July 1-2: 7th JASIC Working Group two-day Meeting was held.
- July 22: 8th JASIC Working Group Meeting was held.
- August 20: Progress Report 2 was submitted to the APEC Secretariat and to each RTHP Steering Committee member economy.
- August 30-: Consultation with government and private sector in Thailand was performed.
- September 14: Comments on Progress Report 2 were received from Mr. Malcolm McHattie, Transport Canada.
- September 17: 9th JASIC Working Group Meeting was held.
- October 13: 10th JASIC Working Group Meeting was held.
- October 19-21: Consultation with government and private sector in Australia was performed.
- November 05: United States Responses to the Progress Report 2 was received.
- November 08: Draft Final Report was submitted to the APEC Secretariat and to each RTHP member economy.
- November 09: Draft Final Report was discussed by the APEC RTHP Working Group in Hong Kong.
- November 18: Canada's responses to the Draft Final Report was received.
- November 26: Australia's responses to the Draft Final Report was received.
- November 30: Thailand responses to the Draft Final Report was received (No.1)
- December 01: Thailand responses to the Draft Final Report was received (No.2)
- December 1-2: 11th JASIC Working Group Meeting was held.
- December 04: United States response to the Draft Final Report was received.(No.1)
- January 07, 2000: United States response to the Draft Final Report was received. (No.2)

## **4. Findings and Results of each Task**

### **4.1 Task 1: Current Regulation/ Certification Systems of Member Countries of WP29**

Germany, Poland and Luxembourg were selected as representative countries under survey, where fieldwork research was carried out.

The features of each country are summarized below. Refer to Attachment 2 for details.

**-Germany:** An EU member and auto producing country with one of the most advanced vehicle technical regulations and certification systems.

Germany attends at WP29 and GRs. Germany adopts EU directives including Whole Vehicle Type Approvals, which are mandatory and recognized throughout the European Union. 101 ECE regulation items are adopted as options. Federal Ministry of Transport, Building and Housing (BMVBW) prepares drafts of, and enacts, safety and emissions regulations. KBA (Federal Motor Transport Authority) approves vehicles and vehicle parts. However, it is not necessary to obtain approval directly from KBA. It can be obtained from technical services approved by KBA, such as TUV Rheinland. Visits were made to KBA.

**-Poland:** A non-EU member and an auto producing country with fundamental vehicle technical regulations and certification systems. Its basic policy is as follows. (1) Participates in WP29 and attends all GR subcommittees. All ECE regulations will be adopted in stages. (Adoption of ECE regulations began in 1990, and already 58 ECE regulations have been fully adopted. In 1999 Poland will issue its New Road Traffic Law, a new legal framework covering vehicle technical regulations and certification, in order to achieve harmonization with Europe.) (2) In the future, Poland will join EU and adopt EC Directives. (3) In adopting new regulations, a laboratory will be constructed beforehand in Poland so that tests can be conducted in the country. Visits were made to Ministry of Transport and Maritime Economy (Road Traffic Department) and Motor Transport Institute.

**-Luxembourg:** An EU member and a non-auto producing country with fundamental vehicle technical regulations and certification systems. Luxembourg attends at

WP29 and GRs. Luxembourg adopts EU directives including Whole Vehicle Type Approvals, which are mandatory and recognized throughout the European Union. 109 ECE regulation items are adopted as options. Drafts of safety regulations are prepared by SNCT-H. The regulations are enacted by Ministry of Transport. Emissions regulations are drafted and enacted by Ministry of Environment. SNCT-H approves vehicles and vehicle parts. Luxcontrol, TUV Rheinland and UTAC are technical services approved by SNCT-H, and they each have an administrative office in Luxembourg. Visits were made to SNCT-H.

U.K. and Japan were selected as additional countries for investigation. Questionnaires were sent to U.K. and answers were obtained from VCA and Department of Environment, Transport and the Regions (DETR).

**-U.K.:** An EU member and auto producing country with one of the most advanced vehicle technical regulations and certification systems. U.K. attendant at WP29 and GRs. U.K. adopts EU directives including Whole Vehicle Type Approvals, which are mandatory and recognized throughout the European Union 101 ECE regulation items are adopted as options. Vehicle safety and emission regulations are drafted and enacted by Department of Environment, Transport and the Regions (DETR). The VCA approves vehicles and vehicle parts.

**-Japan:** An auto producing country with one of the most advanced vehicle technical regulations and certification systems. In November of last year, Japan became the first nation aside from the countries of Europe to join the 1958 Agreement. Already, five ECE regulations have been adopted in Japan. Ministry of Transport drafts and enacts vehicle safety and emission regulations and approves vehicles and vehicle parts. In August of this year, the 1998 Global Agreement was ratified in Japan.

Thereafter, information on countries adopting self-certification systems was requested by APEC RTHP Steering Committee members, so an additional survey was conducted on safety technical regulations and certification systems in the United States. Questionnaires were sent to NHTSA, EPA and answers were collected.

**-United States (safety):** An auto producing country with one of the most advanced vehicle technical regulations and certification systems. The National Highway Traffic Safety Administration (NHTSA) of the Department of Transportation develops and issues vehicle safety and performance technical regulations for new motor vehicles and items of motor vehicle equipment. NHTSA has adopted a self-certification for motor vehicles. Unlike a type approval system, NHTSA does not approve motor vehicles or motor vehicles equipment items, nor does NHTSA endorse any commercial products or their vendors. Instead, manufacturers are required to certify that their products conform to NHTSA's safety technical regulations before they can be offered for sales. NHTSA conducts compliance testing to monitor compliance. If NHTSA's compliance test were to show an apparent noncompliance of a vehicle or equipment item with an applicable technical regulation, the manufacturer would be asked to show the basis for its certification that the product complies with the technical regulation. If in fact there is a noncompliance, the manufacturer must provide purchasers of the vehicles with notification of the noncompliance, and remedy the noncompliance without charge. The manufacturer would also be subject to civil penalties unless it can establish that it exercised "reasonable care" in the manufacture of the product and in the methods used to ensure compliance, whether through actual testing, computer simulation, engineering analysis, or other means.

(Environment): Emissions regulations are formulated by the Environmental Protection Agency (EPA). Approval from the EPA (federal) and ARB (California state) for emissions, as indicated below, has become a requirement for sale, and is thus classified as a government approval system.

Based on the CFR (Code of Federal Regulations) Title 40, manufacturers should prepare vehicles for each applicable engine family, which satisfy the requirements and are guaranteed on emission performance for 160,000km (100,00miles), and carry out compliance tests (each mode of emissions/fuel economy, evaporative gas emissions). Then, manufacturers should apply for approval to EPA, submitting resultant data and necessary information of the engine family in question.

In some cases, the EPA, judging from the contents of the manufactures' application, selects vehicles and may require that the vehicles be presented. If presentation of the vehicles is required, confirmatory tests on each vehicle are

conducted at EPA laboratories, and based on the results thereof, compliance with relevant regulations (for emissions approval) is recognized and fuel economy is determined.

Vehicles sold in the state of California are checked for compliance with the state's unique technical regulations, based on the AC (Administration Code) Title 13, which are even stricter than the EPA requirements.

"CAP2000" (Compliance Assurance Program) will be introduced in the year 2000.

#### Outline of CAP2000

Presale approval procedures by the EPA will be simplified without reducing the effectiveness of the current approval system in terms of environmental protection, and by transferring authority on verification of compliance to the manufactures, flexibility regarding the sale starting period will be provided. On the other hand, manufactures will be obligated to carry out test planning and implementation for verification of compliance with emissions regulations. In this way, guarantee of compliance with emissions regulations in the actual market after sale will be strengthened.

## **4.2 Task 2: Develop General Guidelines to become active members of WP29**

As is touched on in Progress Report One, important terms are defined below in order to avoid misunderstanding.

- \* "Principle of General Guidelines" (Attachment 2) illustrates fundamental elements of ideal regulation and certification and compliance-check systems.
- \* "General Guidelines" (Attachment 4) provide targets for regulations, certification systems and compliance-check systems such that member economies will be able to actively participate in WP29. "General Guidelines" include targets derived from ideal systems (Attachment 2: Principle of General Guidelines) and example current systems (Attachment 3: Summary List on Regulation, Certification and Compliance Check System)
- \* "Specific Guidelines" (Attachment 5: Specific Guidelines for Thailand, Attachment 6: Specific Guidelines for Australia) are translated from "General Guidelines" to accommodate the local needs and priorities of each APEC

member economy.

- \* "Action plans" (Attachment 7: Proposed Action Plans for Thailand, Attachment 8: Proposed Action Plans for Australia) are formulated so that each member economy will be able to reach "Specific Guidelines" assigned to it.

The following items are important in developing "General Guidelines".

- 1) Government Offices in Charge of Regulations and Certification
  - The defined government office responsible for vehicle administration should develop and draft technical regulations in consultation with other related government departments, and other interested parties, such as manufacturers, consumer groups.
- 2) Regulations
  - To the extent possible, technical requirements, vehicle categories, test procedures, test conditions and test equipment should be based on internationally harmonized technical regulations. Certain technical requirements could be eased or even eliminated if unavoidable due to differences in weather, roads and usage conditions.
- 3) Process of Rule-making
  - The policies for developing safety and environmental regulations should be clearly established. Regulations should be drafted and established according to the policies. A system for evaluating the effects of new regulations should be institutionalized.
  - It would be desirable to ensure transparency in each rule-making process.
- 4) Certification System
  - If mutual recognition agreement would be pursued , a government certification system predicated on vehicle registration, including parts certification, system certification, and vehicle type approval, would be desirable.
  - Government assurance of compliance provides opportunities for mutual recognition either through bilateral or multilateral arrangements.

5) Examining Institutions

-The government is responsible for ensuring and monitoring compliance in both type approval and self-certification systems. As for the examination stage (witness test, check of application documents), consideration should be given to use of laboratories of other countries, third party organizations, manufacturers' data, etc. depending on the cost-effectiveness and availability of government administration systems, etc. Uniformity in test procedures used to determine compliance or grant approval is the key to ensuring quality control.

### **4.3 Task 3: Current Regulation/ Certification Systems of Thailand and Australia**

Please refer to Attachment 5 & 6 for details.

**Thailand:** Technical regulations are governed by two organizations: Land Transport Department (LTD) of Ministry of Transport and Communications, which regulates in conjunction with vehicle registration, and Thai Industrial Standards Institute (TISI) of Ministry of Industry, which regulates in conjunction with production and/or importation license for vehicles. As legal frameworks to give authority to LTD, there are "Land Transport Act", which applies to buses and trucks, and "Motor Vehicle Act", which applies to passenger cars and two-wheelers. As legal frameworks to give authority to TISI, there is "Industrial Product Standard Act". LTD began vehicle type approvals under Land Transport Act some twenty years ago. In 1988, however, Motor Vehicle Act shifted authority from Royal Thai Police Department to LTD, and under the current Motor Vehicle Act, LTD cannot issue vehicle type approval certificates to manufacturers. On the other hand, TISI provides parts approvals for seat belts and glazing, and system approvals for exhaust emissions. In November of last year, TISI participated in WP29 as an observer for the first time. TISI intends to participate in WP29 in the future as well.

Visits were made to LTD (Ministry of Transport and Communications), TISI (Ministry of Industry), Testing Center of TISI (subsequently privatized and named "Automobile Institute"), Office of Industrial Economics (Ministry of Industry), Department of Pollution Control (Ministry of Science, Technology and Environment), Thai Automotive Industry Association, and parts (seat belts) makers.

**Australia:** Department of Transport and Regional Services prepares drafts of and enacts safety regulations. Drafts of exhaust emission regulations are prepared by Motor Vehicle Environmental Committee (MVEC), and then enacted by Department of Transport and Regional Services. National Road Transport Commission (NRTC) involves in making safety and exhaust emission regulations from the following standpoints: (1) make road transport and road use safer, more innovative and efficient ; (2) introduce greater national transport uniformity and consistency ; (3) reduce the environmental impact of road transport ; and (4) reduce the costs of administration of road transport. Department of Transport and Regional Services handles vehicle type approvals. There is no government laboratory for certification testing because Australia adopts the certification system to accept manufacturers' test reports. Currently no parts approval system is being operated at regular intervals after certification approval. Currently Australia unilaterally applies over 40 ECE Regulations in its domestic regulations and is expected to join the 1958 Agreement sometimes this year.

#### **4.4 Task 4: Consultation - Specific Guidelines and Action Plans for Thailand and Australia**

Points in compiling specific guidelines and action plans are as follows.

**-Specific Guidelines for Thailand** (Attachment 5): In comparison with "General Guidelines", the following points have been adjusted.

- (1) Where it says, "Regularly participate in WP29 and all GR Subcommittees" in General Guidelines, Thai Specific Guidelines have been revised to read as "Regularly participate in WP29 and only selected important GR Subcommittees."
- (2) Where it says, "It is desirable that all test items can be performed within one's own country" in General Guidelines, Thai Specific Guidelines have been revised to read as "All test items can be performed by using domestic test labs, foreign test labs, 3<sup>rd</sup> party test labs or manufacturers' test labs."

**-Proposed Action Plans for Thailand.** (Attachment 7): For safety and exhaust

emissions regulations, a two-tier system is inefficient. Establishment of an advisory committee joined by government and private sectors has been proposed so that ECE regulations will not be adopted separately by LTD and TISI. Under the current Motor Vehicle Act, LTD cannot issue vehicle type approval certificates for passenger cars and two-wheelers to manufacturers, so TISI is to begin issuing type approval certificates to manufacturers. In the event that Motor Vehicle Act were revised and a type approval system for passenger cars and two-wheelers were established by LTD, there would exist dual type approval systems. In that case, it is proposed that vehicle type approval administration should be centralized to LTD. (From a worldwide perspective, it is generally true that the government office handling vehicle registrations is also the office that gives vehicle type approvals.)

**-Specific Guidelines for Australia** (Attachment 6): The following supplementary points have been added to "General Guidelines".

- (1) "System/ parts certification is established within jurisdiction of the defined government office in conjunction with vehicle registration."  
"Certification flow for system and parts is clear."
- (2) "Adopt ECE regulations (including ECE vehicle categories) for system and parts."

**-Proposed Action Plans for Australia.** (Attachment 8): Australia adopts a rule-making process in that "Regulatory Impact Statement" has to be prepared when new or revised regulations are to be adopted to show the cost-effectiveness of the regulations. We propose that all ADRs be harmonized with corresponding ECE Regulations including vehicle categories. As for certification system, it is proposed that parts and system certification be established in line with 1958 Agreement.

#### **4.5 Task 5: Procedures for a Member Economy to Develop a Respective Action Plan by Itself**

##### **1. Purpose**

Task 5 is to show the procedures for an APEC member economy to develop respective action plans by itself with consultants' help using flow charts, check lists and other tools.

## **2. Outline of the Procedures**

### **i. Current Status Analysis Stage**

Analyze "the current status" in one's own economy

- 1) Carry out research on the current status and fill out "Questionnaire on Regulations, Certifications and Compliance-check Systems" (Attachment 9) with information obtained.
- 2) Fill in each item of current status in "Summary List on Regulations, Certifications and Compliance-check Systems and Specific Guidelines" (Attachment 10) using the information obtained above.
- 3) Clarify the current status and identify the weakness in each area such as infrastructure, available resources, etc.
- 4) Reach APEC consultants if there might be any inquiries and / or objections.

### **ii. Specific Guideline Setting Stage**

Get the future vision of what the ideal state of regulations and certification system is.

#### **Regulations, Certification and Compliance-check System**

- 5) Read "Principle of General Guidelines" (Attachment 2), "General Guidelines" (Attachment 4) and "International Forums and Agreements" (Attachment 1) carefully.
- 6) Choose the model economy from "Summary List on Regulations, Certifications and Compliance-check Systems" (Attachment 3) to be followed or referenced
- 7) Beware of the national policy and opinions and consult with other related parties.
- 8) Envision the targeted state of regulation and certification system and its implementation in one's own country and fill out each item of specific guidelines in "Summary List on Regulations, Certifications and Compliance-check Systems and Specific Guidelines" (Attachment 10).

Note: It is appropriate to adjust (strengthen or relax) General Guidelines (Attachment 4) in accordance with the local necessity.

- 9) Reach APEC consultants if there might be any inquiries and / or objections.

### iii. Formulating Action Plans Stage

Formulate action plans to fill in the gap between “the current status” and “specific guidelines”

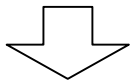
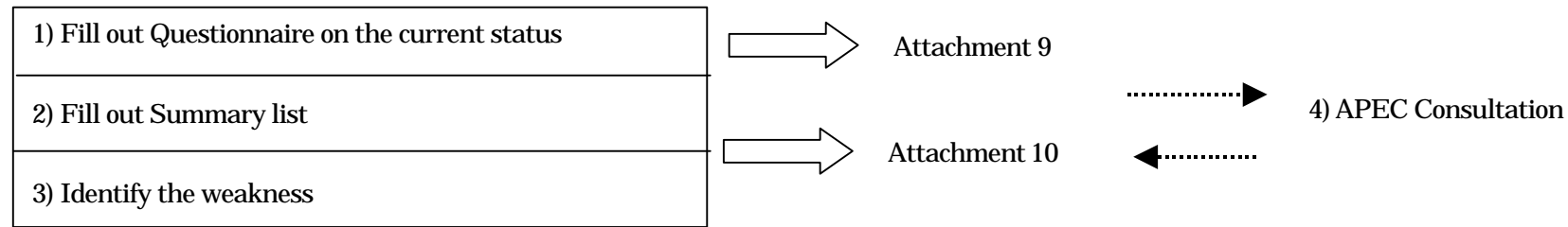
- 10) Compare "the current status" and "specific guidelines" and identify the gap between them.
- 11) Refer to “Proposed Action Plans for Thailand” (Attachment 7) and “Proposed Action Plans for Australia” (Attachment 8) as examples.
- 12) Formulate action plans for one’s own country to fill in the gap identified above.  
Note: Decide the order of priority for action plans (short term / mid term / long term)
- 13) Reach APEC consultants if there might be any inquiries and / or objections.

### iv. Carrying out Stage

Determine the detailed systems and the management methods and implement them

- 14) If the specific guidelines are found inappropriate or unrealistic, they have to be reviewed.
- 15) Reach APEC consultants if there might be any inquiries and / or objections.

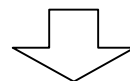
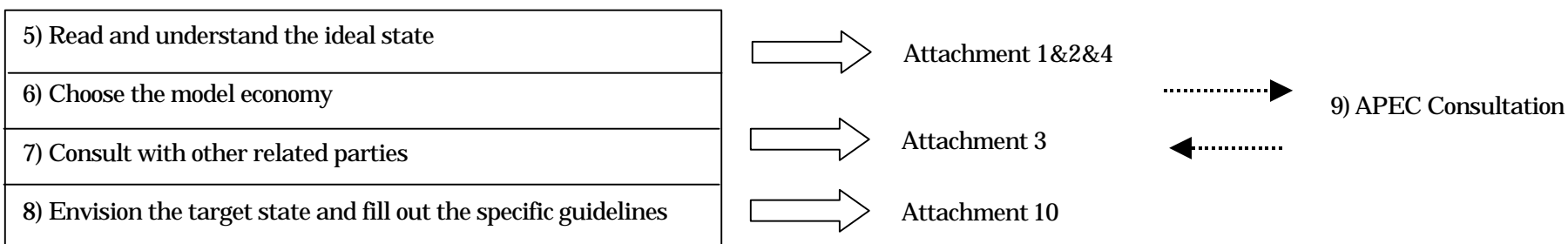
**i. Current status analysis stage**



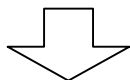
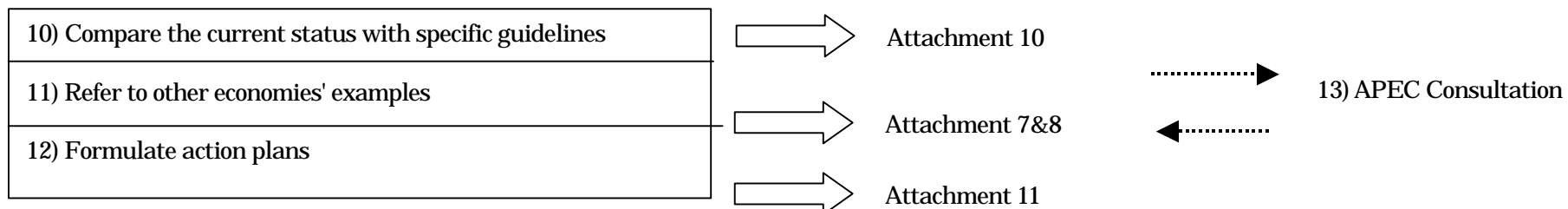
**ii. Specific Guideline Setting Stage**

First set specific guidelines for {A} Regulations and then do the same things for {B} Certification & Compliance-check system

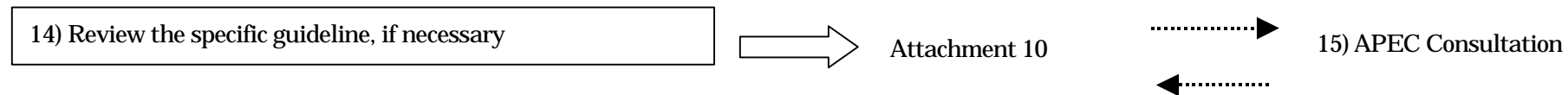
{A} Regulations      {B} Certification      &      Compliance-check



**iii. Formulating Action Plan stage**



**iv. Carrying out stage**



## **5. Remaining Issues**

Attachment 6 and 7 are Proposed Action Plans for Thailand and Australia respectively. Since the action plans proposed at Phase V only show the directions to proceed, the government of each economy has to make more detailed work schedule by itself. In case it should be difficult for the government of the economy to make more detailed work schedule or there should be some problems in realizing the work schedule, it might be necessary to discuss follow-up program at APEC TPT Working Group.

Another remaining issue is regarding the coverage of Road Transport Harmonization Project Phase V. Tasks of Phase V is focused on participating WP29 and joining 1958 and 1998 Agreements. It is noted that 1958 Agreement provides only mutual recognition for parts / equipment and does not cover whole vehicle type approvals. In order to realize Bogor Declaration it is necessary to solve the whole vehicle type approval issues.

## **International Forums and Agreements**

### **1. World forums for harmonization of vehicle regulations (ECE/WP29)**

The UN/ECE/WP.29 previously known as the Working Party on the Construction of Vehicles was established in 1953 by the United Nations as a subsidiary body of the Economic Commission for Europe within the framework of the Inland Transport Committee. The reason for the establishment of WP.29 was to facilitate a dialogue between technical experts competent in the field of technical requirements for vehicles in order to implement the general technical provisions set out in the Convention on Road Traffic adopted in Geneva in 1949. Those provisions identified vehicle characteristics as a major cause of road traffic crashes. After the Agreement of 20 March 1958 was concluded in Geneva by several European Countries, WP.29 was naturally appointed as the administrative body of the 1958 Agreement, intended to develop uniform vehicle technical regulations and implement mutual recognition within Europe. Since then, participation in the forum has grown. It includes European and non-European countries. Japan, the United States, Canada, and Australia have attended the meetings regularly for over 20 years. South Africa and Korea have participated for a few years. China, Thailand, Brazil and Argentina have also participated but to a lesser degree. With the growing need for global harmonization, the 1998 Global Agreement of 25 June 1998 was negotiated and concluded under the auspices of WP.29, allowing countries which are not ready yet for the mutual recognition provisions of the 1958 Agreement to engage in an effective way in the development of harmonized global technical regulations. The establishment of the 1998 Global Agreement which will also be administered by WP.29 certainly reinforced the global nature of WP.29 making it the World Forum for the Harmonization of Vehicle Regulations. The new name proposed by Japan has been adopted by WP.29 and will enter into force in the near future.

WP.29 currently administers three Agreements. However, of concern to APEC economies are the 1958 Agreement and the 1998 Global Agreement which will operate in parallel.

Within WP.29 the following subsidiary working parties of experts have been established to investigate requirements for technical regulations.

GRB--- Noise, etc.

GRE--- Lighting systems, EMC, etc.

GRRF---Brakes

GRPE---Gasoline emissions, diesel emissions, fuel consumption, etc.

GRSP---Frontal collisions, lateral collisions, child rests, seats, air bags, etc.

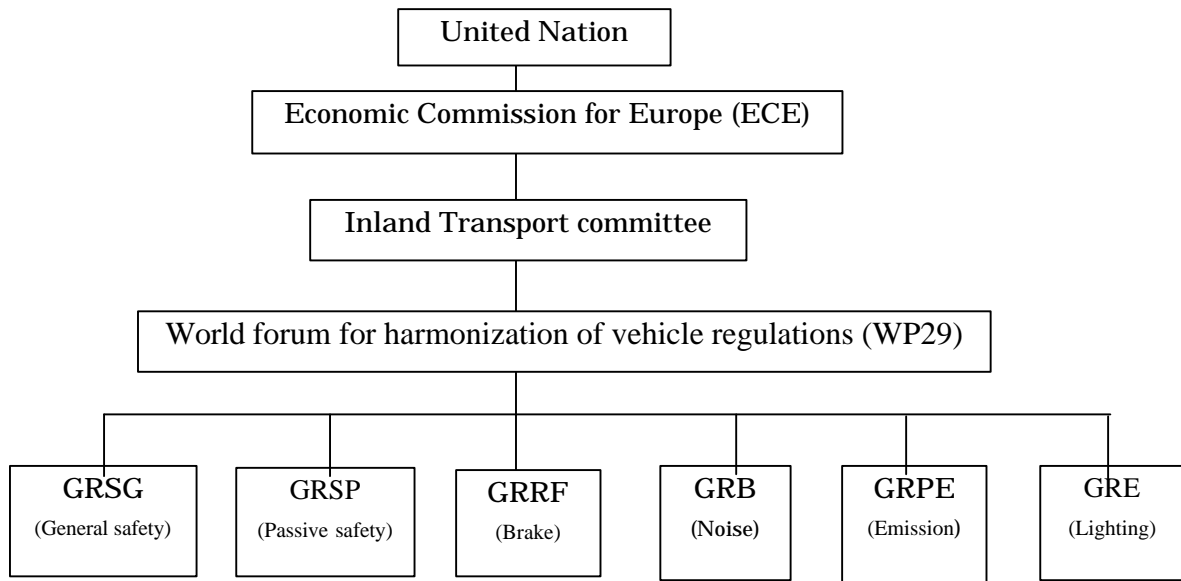
GRSG---Glass, flame resistance, theft prevention, etc.

At each of these subcommittees, deliberations are held on the creation and/or revision of ECE regulations, and when agreement has been reached at this stage, the

results are submitted to WP29 for deliberation.(See attached paper 8-1 : Terms of reference of WP29)

A new name (World forum for harmonization of vehicle regulations) for WP.29 was proposed by Japan to better clarify the role of WP.29 as a true world forum for international harmonization of automotive regulations, and this proposal was approved in the one-hundred-and-eighteenth session. The new name would become effective following the entry into force of the Global Agreement, and the abbreviated name would remain "WP.29".

**(Organization of WP29)**



**Participants in ECE/WP29**

Germany, France, Italy, Netherlands, Sweden, Belgium, Hungary, Czech Republic, Spain, Yugoslavia, U.K., Austria, Luxembourg, Switzerland, Norway, Finland, Denmark, Romania, Poland, Portugal, Greece, Ireland, Croatia, Slovenia, Slovakia, Belarus, Estonia, Bosnia and Herzegovina, Turkey, Macedonia, EU, Latvia, South Africa, Brazil

US, Canada, New Zealand, Australia, Russian Federation, China, Korea, Thailand, Japan

APEC members economies

**2. 1958 Agreement** (see attached paper 6-1 : 1958 Agreement)

**1958 Agreement Purpose**

The 1958 Agreement has the following two purposes.

The first is international harmonization of automobile regulations. This involves revision of existing ECE regulations and the formulation of new ECE regulations.

The second objective is mutual recognition of certifications.

**Process of establishing ECE regulations**

Basically, regulation establishing work can be started by a proposal from two or more member nations. According to the UN/ECE 1958 Treaty, which was revised in 1994, new regulations are decided by a two-third vote of the members. The formulated regulation is forwarded to the UN secretaries-general and then notified to each member nations. Countries deciding to adopt this regulation must notify the UN Secretaries-general to this effect. Adopting countries are made known to all member nations before they implement the regulation. (See attached paper 8-2)

**Characteristics of the 58 Agreement**

Under the UN/ECE 1958 Agreement, performance technical regulations are set forth for each of the component categories such as brakes and lamps, and mutual recognition is made based on these technical regulations. Certification from one signatory country will suffice and there will be no need for certification from the other signatory countries. Also, at the moment , the UN/ECE 1958 Agreement is only for vehicle parts and equipment. There is no mutual recognition of whole vehicle in this agreement.

**Signatory countries**

Germany, France Italy, Netherlands, Sweden, Belgium, Hungary, Czech Republic, Spain, Yugoslavia, U.K., Austria, Luxembourg, Switzerland, Norway, Finland, Denmark, Romania, Poland, Portugal, Greece, Ireland, Croatia, Slovenia, Slovakia, Belarus, Estonia, Bosnia and Herzegovina, Turkey, Macedonia, EU

Russian Federation, Japan, Australia (the end of 1999), Korea ( expressed their intention to join the Agreement.)

APEC members economies

### **3. 1998 Global Agreement**

#### **(1) 1998 Global Agreement Purpose** (see attached paper 6-2 "1998 agreement")

The 1998 Agreement of 25 June 1998 was negotiated and concluded under the auspices of WP.29 in order to establish a process through which countries from all regions can jointly develop global technical regulations regarding the safety, environmental protection systems, energy efficiency, and anti-theft performance of vehicles, engines, and components. Unlike the 1958 Agreement, the 1998 Global Agreement does not contain provisions for mutual recognition of approvals, allowing countries which are not ready to assume the provisions of reciprocal recognition to engage in an effective way in the development global technical regulations, regardless of the type of certification and enforcement procedures of those countries.

The ultimate goal of the 1998 Agreement is to continuously improve global safety, environmental protection systems, energy efficiency and anti-theft performance of vehicles and related components and equipment through globally uniform technical regulations, while providing a predictable regulatory framework for a global automotive industry and for the consumers and their associations

#### **(2) Process for establishing Global regulations**

The Agreement provides two different paths to the establishment of global technical regulations. The first is the harmonization of existing technical regulations. The second is the establishment of a new global technical regulation where there are no existing technical regulations. (Article 6.2 and 6.3)

- The process for developing a harmonized global technical regulation includes a technical review of existing regulations of the Contracting Parties listed in a Compendium of Candidate Global Regulations and of the UN/ECE regulations, as well as relevant international voluntary standards (e.g., ISO standards). If available, comparative assessments of the benefits of these regulations (also known as functional equivalence assessments) are also reviewed. (Art. 1.1.2, Article 6.2)
- The process for developing a new global technical regulation includes the assessment of technical and economic feasibility and a comparative evaluation of the potential benefits and cost effectiveness of alternative regulatory requirements and the test method(s) by which compliance is to be demonstrated. (Article 6.3)
- To establish any global technical regulation, there must be a consensus vote. Thus, if any Contracting Party votes against a recommended global technical regulation, it would not be established. (Annex B, Article 7.2)
- Once harmonized or developed and agreed upon, global technical regulations will be established as ECE Regulations in a Global Registry.

**(3) Other key elements of the 1998 Global Agreement**

- The establishment of a global technical regulation does not obligate Contracting Parties to adopt that regulation into its own laws and regulations. Contracting Parties retain the right to choose whether or not to adopt any technical regulation established as a global technical regulation under the Agreement. (Preamble, Article 7)
- Consistent with the recognition of that right, Contracting Parties have only a limited obligation when a global technical regulation is established under the Agreement. Any Contracting Party that voted to establish the regulation must initiate the procedures used by the Party to adopt such a regulation as a domestic regulation. (Article 7).
- The Agreement allows for global technical regulations to contain a “global” level of stringency for most parties and 'alternative' levels of stringency for developing countries. In this way, all countries, including the least developed ones, can participate in the development, establishment and adoption of global technical regulations. It is anticipated that a developing country may wish to begin by adopting one of the lower levels of stringency and later successively adopt higher levels of stringency. (Article 4)
- The Agreement emphasizes that the development of global technical regulations will be transparent. All documents promulgated by WP.29 and its Working Parties of experts will be made publicly available (Art. 1)
- Under the Agreement, any special agency or organization that is accredited by the Economic and Social Council of the United Nations as an international organization, may participate as an observer in the activities pursuant to the development of a global technical regulation.

**Signatory countries**

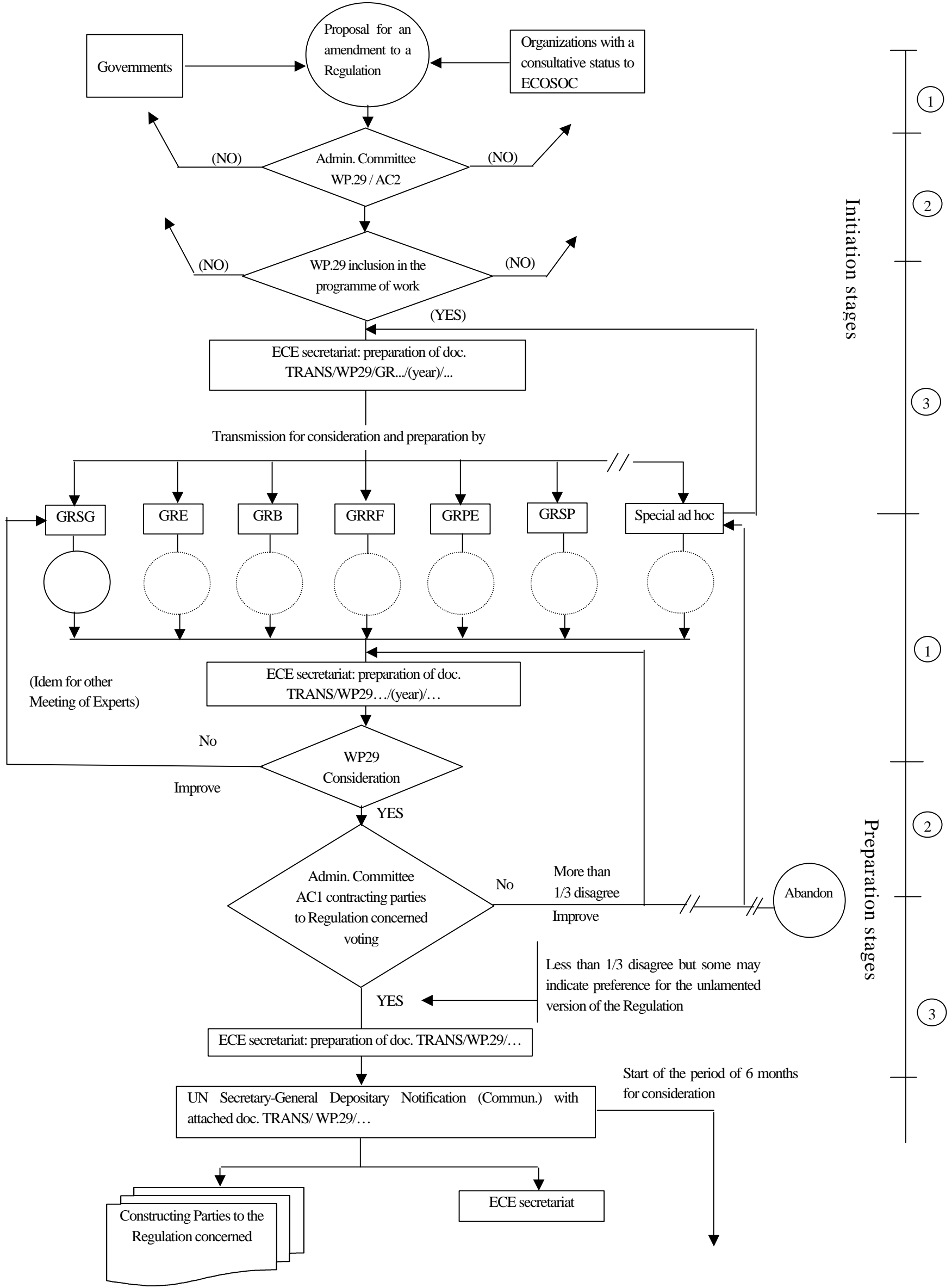
U.S.A	24 June 1998
Canada	22 June 1999
Japan	3 August 1999

France 22 September 1999  
 EU 18 October 1999

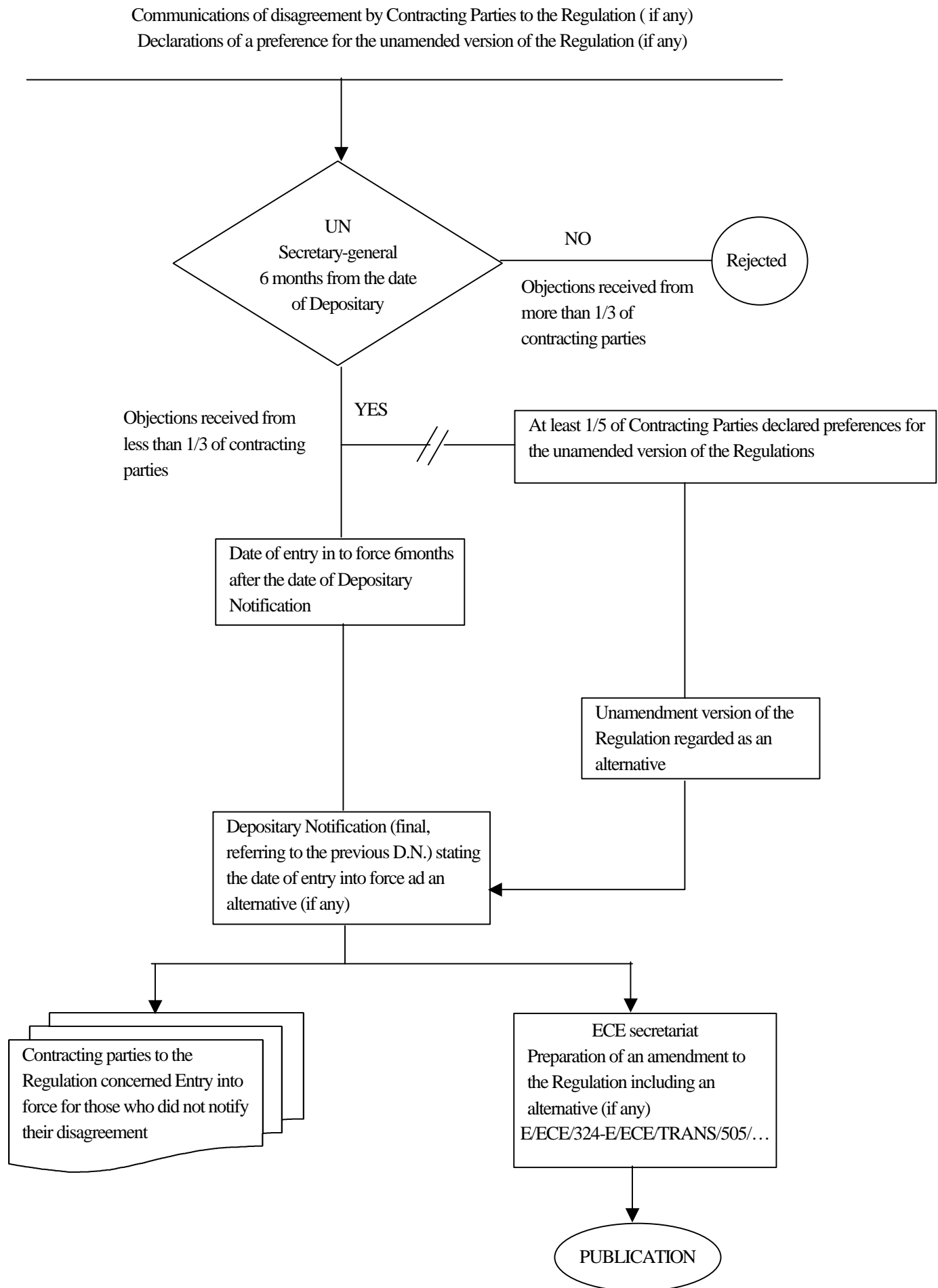
Among APEC member economies, Korea, Republic of China, Thailand and Russian Federation have also expressed their intention to join the 1998 Global Agreement

APEC members economies

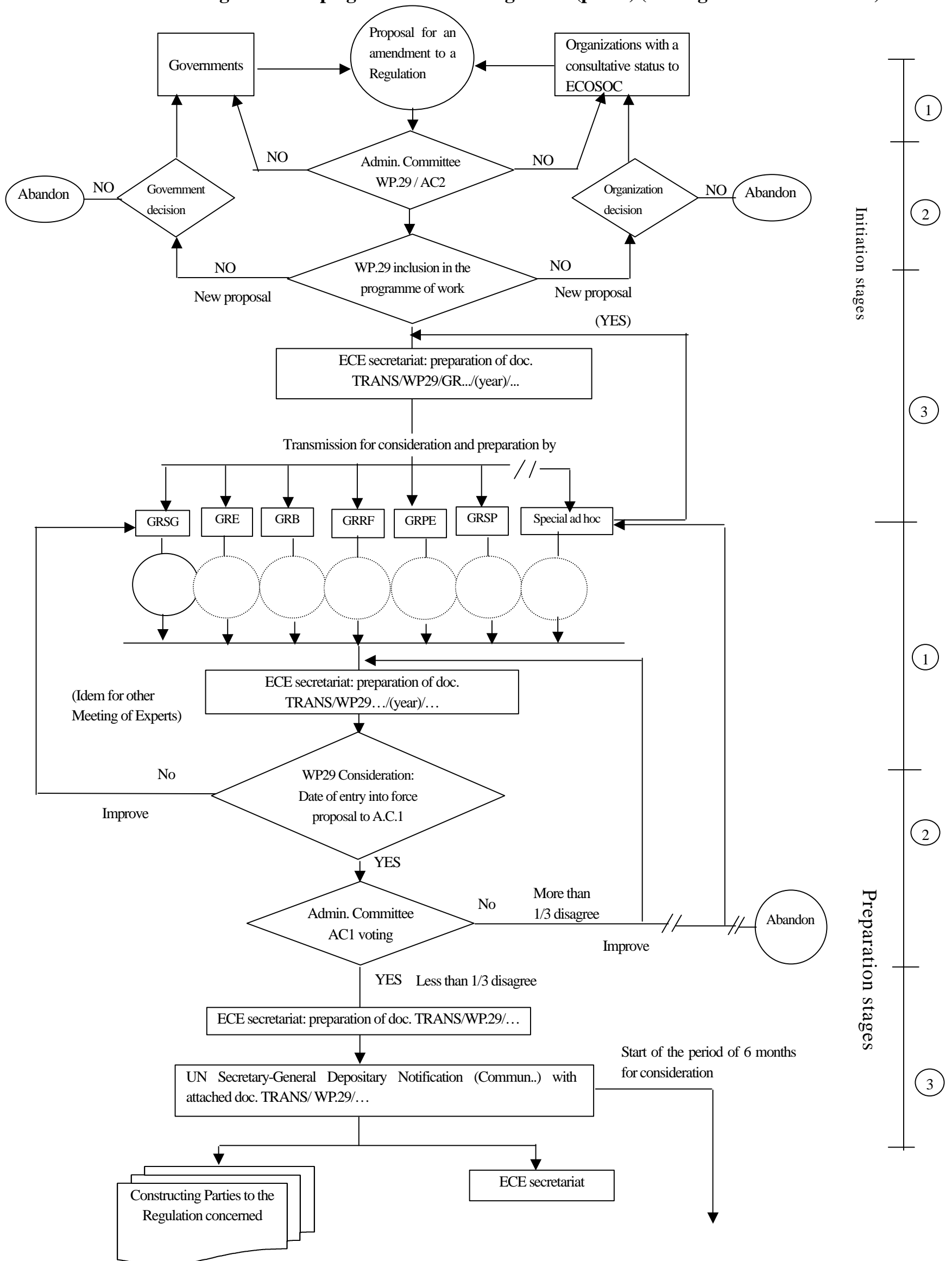
**Flow Chart of stages in amending an existing UN/ECE regulation (part 1) (1958 agreement amendment)**



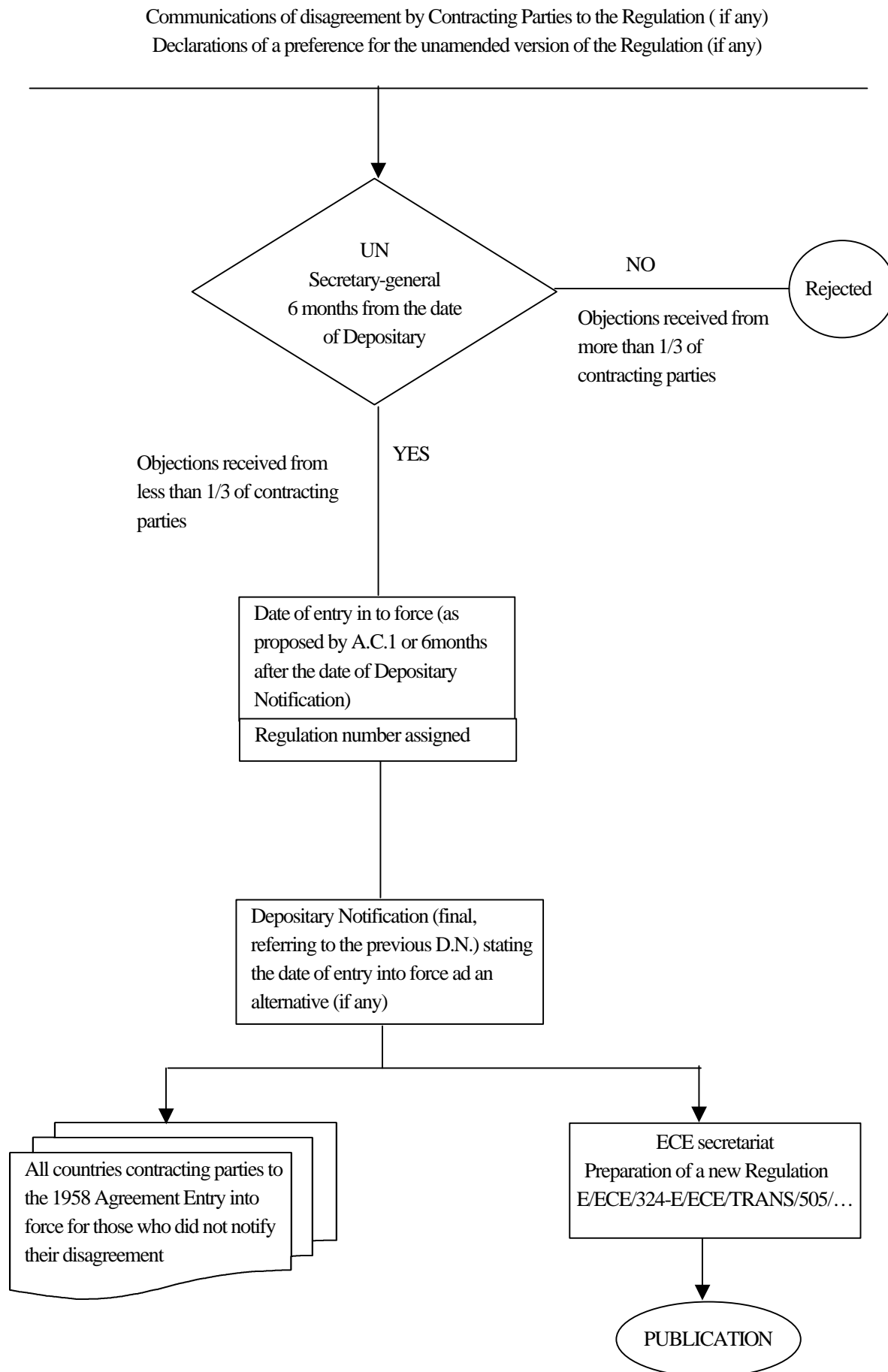
## Flow Chart of stages in amending an existing UN/ECE regulation (part 2) (1958 agreement amendment)



### Flow Chart of stages in developing a new UN/ECE regulation (part 1) (1958 agreement amendment)



## Flow Chart of stages in developing a new UN/ECE regulation (part 2) (1958 agreement amendment)



## **Principle of General Guidelines**

### **- For Enabling APEC Member Economies to Actively Participate in WP29 -**

#### **I. Improvement of Safety/Environmental Regulations**

##### **1. Regulations**

Regulations provide the minimum technical requirements to ensure safety and prevent pollution. Regulations are revised in step with changing social demands while expected to satisfy the following basic conditions:

- (1) Internationally harmonized technical regulations be adopted to meet identified needs.\*<sup>1</sup>
- (2) Unique national or local regulations be minimized.
- (3) In the event that unique national or local regulations exist, they be clear identified and as quantitative as possible, minimizing the possibility of subjective judgment.
- (4) Regulations be systematic and easily comprehensible.
- (5) Regulations be applied in a fair and transparent manner.
- (6) Regulations should be performance requirement.

\*1 : ex) Development and acceptance of global technical regulations under 1998  
Global Agreement

##### **2. Regulation Establishment Processes**

It is preferable that each member economy adopts the following regulation establishment processes:

- (1) Understand the current traffic accident and air quality situation.  
Equipment / Investigation method / Analytical technique

\*Understanding of related international initiatives by participation in international conference and meeting.

\*Definite the need for regulation based on data from accident analysis and air monitoring and based on available solutions.

- (2) Formulate policy on Rule-making

\*Establish and confirm a policy to adopt internationally harmonized technical regulations through a confederal body including government,

industry and academic experts in transport and environment regulations.

\*Participate in the United Nations ECE/WP29 and/or in specific international working groups studying regulations of interest.

\*Participate in or observe international research through, for example, Society of Automotive Engineers, Inc. (SAE) and the International Harmonization Research Activities (IHRA).

\*Where an internationally harmonized technical regulation does not meet an identified need, then refer the issue to the United Nations ECE/WP29 for consideration of a new or amended international technical regulations.

### (3) Propose to adopt an international technical regulations

\*Draft a regulatory analysis with a full explanation of the history, established need and the proposed regulation.

\*Draft a regulation that provides a clear reference to the international technical regulation being proposed and clearly identifies any exceptions or modifications.

\*To ensure that regulations are well understood, where necessary for national communication, prepare a translation of the international technical regulation into national language.

\*Publish the regulatory analysis, provide for a comment period, consult and hold public meeting according to local regulatory process.

\*Submit an advance notice of the proposal to WTO. (WTO members only)

### (4) Finalize and publish technical regulations

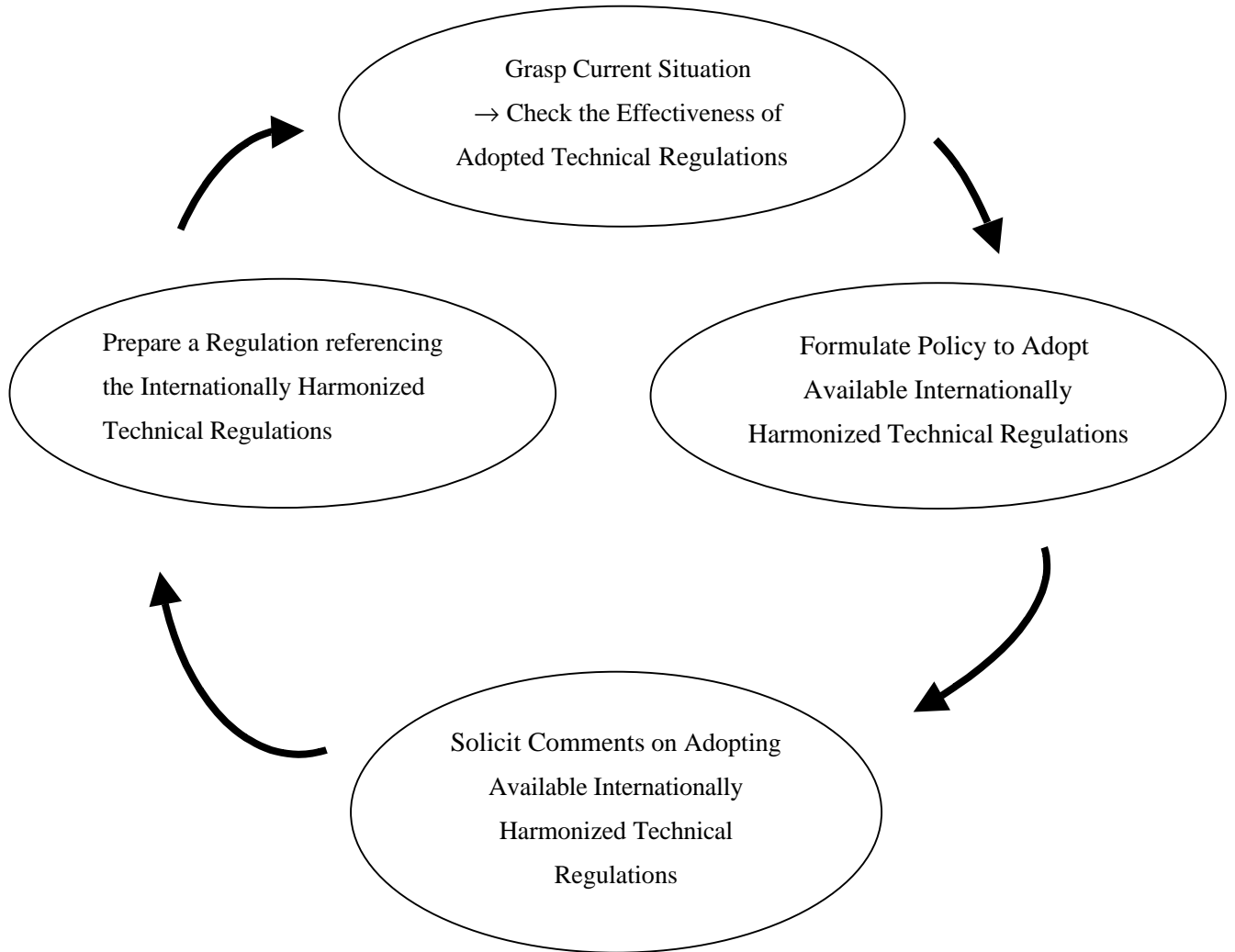
\*The responsible government office or ministry analyses input from the consultation and establishes the regulation, possibly involving a modified proposal and further consultation.

\*In case there are no internationally harmonized technical regulations that would meet particular / specific needs, a specific local or regional regulations should be considered.

\*Any proposal for a unique local regulation should have the same transparency as described above for a proposal to adopt an internationally harmonized technical regulation.

(5) Check the effectiveness of adopted regulations

All of these regulation establishment processes should be transparent.



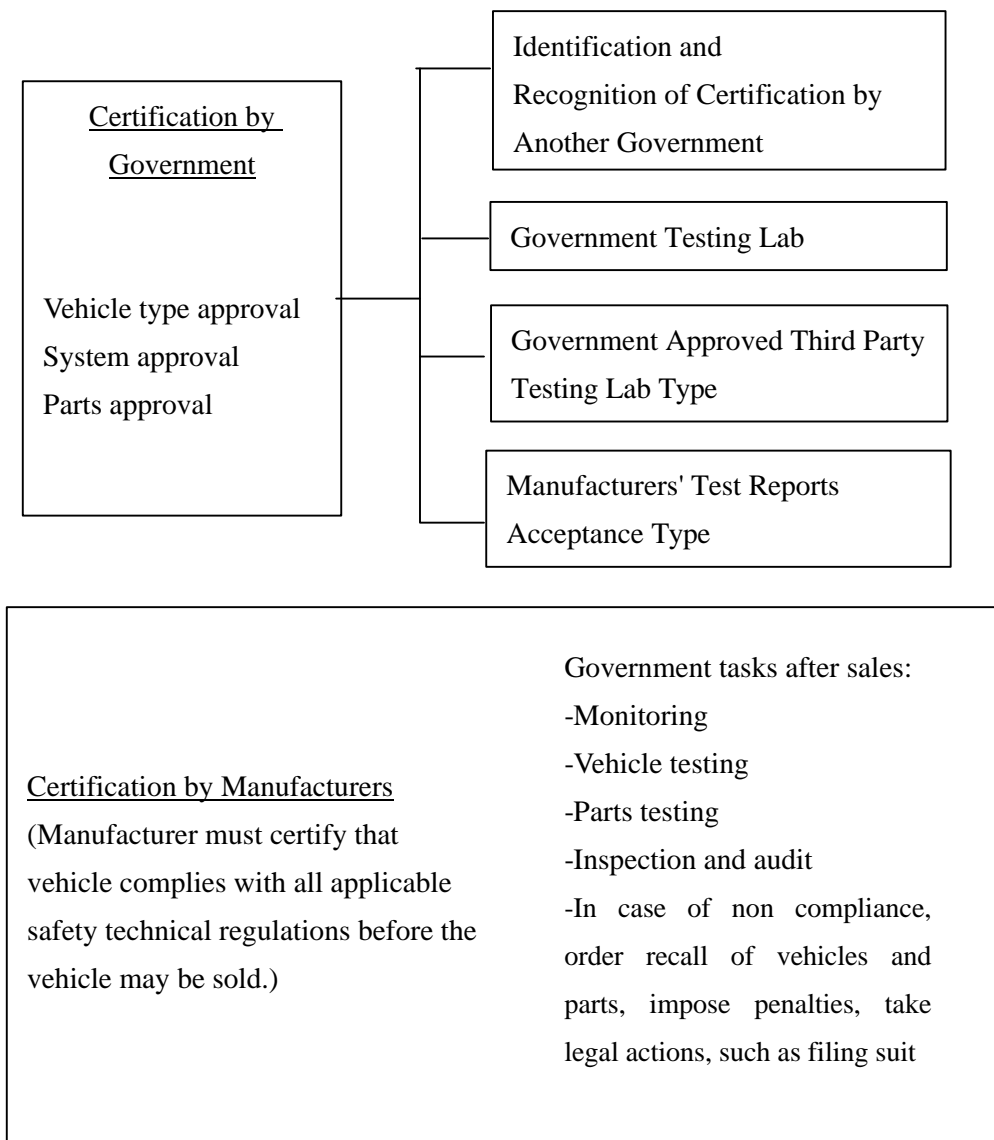
## II. Introduction/Improvement of Certification System

### 1. Desirable State of Certification

Certification is a system of checking the compliance of vehicles to regulations. Certification systems should assure safety and prevent pollution in most cost-effective manner.

### 2.Type of Certification System

(1)Type of certification system



## (2) Example of certification system

### (2)-1 Certification by Government

#### **1. JAPAN**

Motor vehicle certification system in Japan are designed to ensure safety of automobiles and preservation of people's living environment by testing their compliance with applicable standards before new automobiles can be sold. Currently three certification systems are in existence in Japan.

#### **Brief description of each system**

##### **\*Motor vehicle type designation system (TDS)**

This system applies to a manufacturer or importer of passenger cars and other motor vehicle of specific models that are sold in large quantities in Japan. A manufacturer or importer may choose to have a motor vehicle, having identical devices and performance as those vehicle models that it plans to sell in large quantities, examine against safety and environmental standards. At the same time, the manufacturer or importer will have quality and performance integrity of the motor vehicle verified from documents to receive a motor vehicle type designation of that model if all tests are successful. Once a type designation is granted, the manufacturer or importer is exempted from presenting actual vehicles, by way of submitting a certificate of completed vehicle inspection, at the time new vehicle of the same model are inspected by a local land transport authority.

##### **\*Type notification system (TNS)**

This system applies to a manufacturer or importer of large trucks or buses that vary substantially in specifications. Under this system, a motor vehicle is examined with regard to the compliance with safety and environmental standards of the devices and performance that are common to all vehicles in question. Once the result of successful examination is presented to a local land transport authority, it will be considered to apply to all vehicles so that the procedures of new vehicle inspection may be simplified.

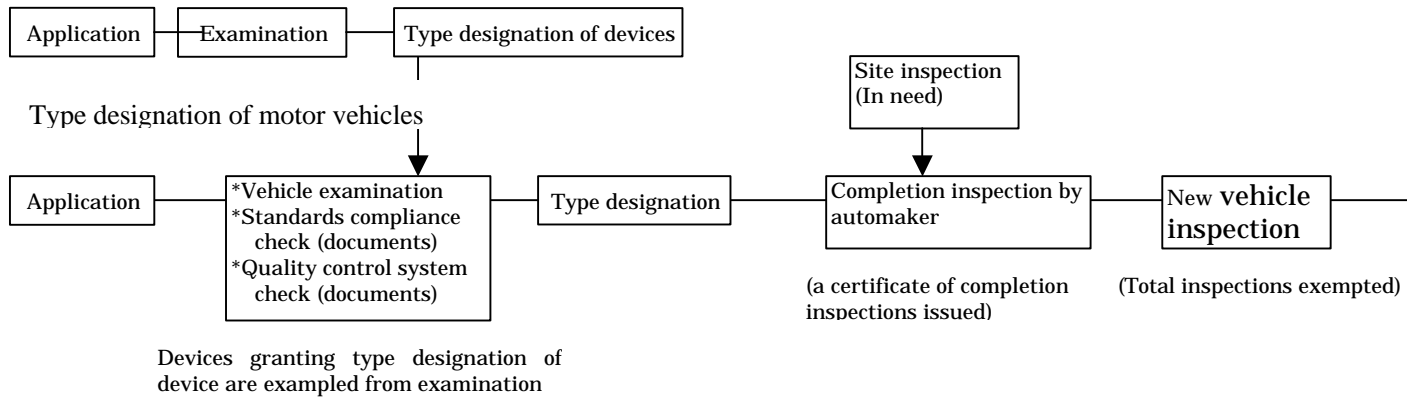
##### **\*Preferential handling procedure for imported motor vehicles (PHP)**

This system, designed to promote imports of foreign-made motor vehicles, applies to imported automobiles of specific models that are sold in Japan in quantities no more than 2,000 units. Their compliance with safety and environmental requirements is examined from documents showing test data, and a certificate of the check results is issued by the Ministry of Transport accordingly. The certificate is used by a local land transport authority to simplify the inspection procedures of the imported motor vehicles.

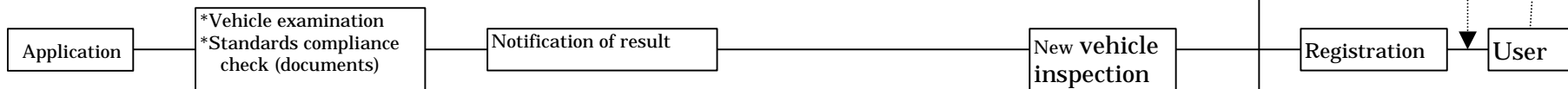
Flow of procedure from, motor vehicle inspection and registration

# 1. Type designation system

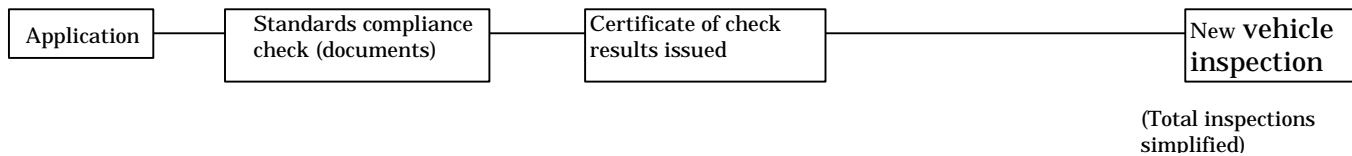
Type designation of devices



# 2. Type notification system



# 3. Preferential handling procedure for imported motor vehicles



## **2 EU(Whole vehicle type approval)**

A manufacturer or his authorised representative approaches a technical service recognised by the competent authority of a member state which is party to the 1958 Geneva agreement (for ECE approvals) or to the 1957 Treaty of Rome (for EC approvals). ('ECE' stands for the Economic Commission for Europe and 'EC' stands for the European Community, i.e. the 'Common Market'). With the exception of the Republic of Ireland, all of the countries which are signatories to the Treaty of Rome are also signatories to the Geneva Agreement.

The European Whole Vehicle Type Approval is mandatory for passenger cars (category M1) from January 1, 1998 and for motorcycles from June 17, 1999.

The WVTA consists of several steps. At first, component approvals for lamps, mirrors, tires, and others have to be obtained. Also electric/electronic sub-assemblies (ESAs, e.g. car audio systems) need their own e-mark certificates if not tested and approved in combination with the complete vehicle EMC (Electromagnetic Compatibility) approvals.

The next step is the testing of those components when fitted to the vehicle: field of vision of rear view mirrors, lamp installation, tire fitting etc. Parallel to those installation tests all other applicable safety- and environmental-related tests are conducted.

The manufacturer supplies the technical service with documentation detailing the specifications of the product to be approved. Then the manufacturer and the technical service agree on the testing plan according to the ECE Regulation or EC Directive which applies to the product for which approval is sought. The directives and regulations state clearly what tests have to be carried out for the purpose of gaining approval, but where there is range of products of similar specification, the amount of testing required may be reduced.

The manufacturer and the technical service discuss what arrangements are in place to ensure Conformity of Production (Cop) of the products which are to be covered by the type approval certificate. The manufacturer supplies a control plan and other relevant documentation. The requirement for Cop plans to be submitted and inspected is clearly detailed in both the 1958 Agreement and in the EC 'framework document', number 70/156, as amended.

For each item a system approval according to each applicable EC/directive including EU/ECE 50 item regulations will be issued by the European authority chosen by the manufacturer. Those approvals are based on test reports prepared by accredited test institutes. If all necessary approvals are collected, the test institute issues the report for the Whole Vehicle Type Approval as a basis for the WVTA certificate. This certificate is

recognized by all EU member states.

When an equipment is certified by one of the EU countries, additional certification is not required (i.e., it can be accepted without tests) in other EU countries.

### **3 Australia**

Before a road vehicle can be registered for the first time in Australia it must comply with the Federal Motor Vehicle Standards Act 1989. This applies to new and used imported vehicles and locally manufactured vehicles. The Motor Vehicle Standards Act requires vehicles to meet the national standards covering safety and emission requirements. The national standards are currently the Australian Design Rules (ADRs). When a vehicle has been certified as meeting the ADRs it can be fitted with a compliance plate. The fitment of a compliance plate is mandatory under the Motor Vehicles Standards Act, and it indicates to the registering authority that the vehicle is eligible for registration.

The process of obtaining approval to fit a Compliance Plate is called vehicle certification. The certification process in Australia is administered by the Federal Office of Road Safety. Registration and use of vehicles, roadworthiness of vehicles in service, and approval of modifications to vehicles in service, are administered by the various State and Territory registering authorities.

The Australian vehicle certification system is a type approval system. This means that a vehicle representing the design of that make-model (the "type" of vehicle) is tested to demonstrate compliance with the safety and emissions standard. If the vehicle tested complies then all others of the same design (ie the same "type") will also comply.

The Federal Department of Transport and Regional Services does not test vehicles itself for certification purposes. The manufacturer is responsible for ensuring compliance with the ADRs. The Australian certification process allows the vehicle manufacturer ("the licensee") to conduct the tests required by the various ADRs. The manufacturer can conduct those tests wherever is convenient to the manufacturer providing, of course, that the tests are conducted properly. In order to demonstrate compliance with all the applicable ADRs several test vehicles are usually required, especially for passenger cars and light commercials.

Having conducted all the appropriate tests, the manufacturer must then submit an application for approval to fit Compliance Plates to the particular make/model of vehicle that has been tested. In order to demonstrate to the Department that the testing has been done correctly and that the vehicle passed, the manufacturer is required to submit to the Department key results from the testing process; that is, a summary of the evidence of compliance to the applicable ADRs.

For some vehicle categories a sample of each of the model variants must also be made available for the Department to inspect. This inspection also satisfies the registration inspection requirements of the States and Territory registration authorities (hence it called Single Uniform Type Inspection or SUTI).

When the Department are satisfied that the vehicle complies, the Administrator of Vehicle Standards issues a document known as a Compliance Plate Approval. This is the authority to allow the manufacturer to fit compliance plates to vehicles of the specified make/model.

The information provided by a manufacturer is subject to checking using quality assurance audits of the manufacturing facilities and inspections of the test facilities. Together these ensure that the vehicles (or parts of vehicles) tested were constructed to the production design, that the tests were carried out correctly, that the tests showed that the vehicle (or parts) passed the tests, and that all the vehicles being produced are to the same design. Thus, if the design is known to comply, and all of the production is to the design, then all the vehicles produced also comply.

Manufacturers who supply limited numbers of vehicles may be able to use the Low Volume Scheme. The low volume scheme caters for manufacturers who supply less than 25 or 100 vehicles per year depending on the category. Vehicles imported into Australia by individuals, or for wrecking, racing etc. may be able to use the Imported Vehicles scheme.

Individually constructed vehicles are not required to be certified. They are administered directly by the State and Territory registering authorities.

## (2)-2 Certification by Manufacturers

### 1. USA

#### **Overview of Certification by Manufacturers**

The National Highway Traffic Safety Administration(NHTSA) is authorized to issue Federal motor vehicle safety standards(FMVSS) that set performance requirements for new motor vehicles and items of motor vehicle equipment.

U.S. Federal law prohibits any person from manufacturing, introducing into interstate commerce, selling or importing item that dose not conform to all applicable safety standards.<sup>\*2</sup> Unlike a type approval system, NHTSA does not approve motor vehicles or motor vehicle equipment items, nor does the agency endorse any commercial products or their vendors. Instead, manufacturers are required to certify that their products conform to NHTSA's safety standards before they can be offered for sale.<sup>\*3</sup> That certification must be displayed in the form of a label as required by 49 CFR parts 567 and 568 which specifies the label's size, location, and text. A motor vehicle manufacturer must also submit certain identifying information to NHTSA pursuant to 49 CFR Part 566 not later than 30 days after they begin to manufacture a vehicle. (These regulations are contained in Title 49 of the United States Code of Federal Regulations.)

\*2)This standards mean mandatory technical regulations

\*3) The motor vehicle safety statutes, found in Chapter 301 of Title 49, U.S. Code, establish a self-certification process under which each manufacturer must certify that its products meet all applicable safety standards. (See USC § 30115, 49 CFR Parts 567, 568) The FMVSS are contained in 49 CFR Part 571. In addition to the Federal motor vehicles safety standards, certain vehicles must be certified as complying with the Bumper standards at 49 CFR Parts 581, and the Theft Prevention Standard at 49 CFR Part 541.

#### **How manufacturers Self-certify**

Each of the safety standards specifies the test conditions and a procedure that NHTSA will use to evaluate whether a vehicle or equipment items conforms to the standard's performance requirements. Dynamic tests are prescribed under some of the standards, such as FMVSS No.208, Occupant Crash Protection, and FMCSS 301, Fuel system integrity. The agency does not require a manufacture to crash test completed vehicles or to test its products only in the manner specified in the safety standards. However, most manufacturers certify compliance through laboratory testing in accordance with the FMVSS or conducting other studies or analyses (due care process) to ensure that its products fully comply.

### **How NHTSA Ensures / Monitors Compliance**

NHTSA conducts compliance testing monitor compliance. If NHTSA's compliance test were to show an apparent noncompliance of a vehicle or equipment item with an applicable standards, the manufacturer would be asked to show the basis for its certification that the product complies with the standards. Manufactures would be subject to civil penalties unless it can establish that it exercised "reasonable care " in the manufacture of the product and in the methods used to ensure compliance, whether through actual testing, computer simulation, engineering analysis or other means. (49 USC section 30115 provides that a person may not certify a vehicle as complying with all applicable safety standards "if, in exercising reasonable care, the person had reason to know the certificate is false or misleading in a material respect.")

It is important to note that while the exercise of "reasonable care" may relieve a manufacturer of liability for civil penalties in connection with the manufacture and sale of noncomplying vehicles, it does not relieve the manufacturer of the responsibility to provide purchasers of the vehicles with notification of the noncompliance, and to recall and remedy the noncompliance without charge.

(3) Features of Various Certification Systems

Methods to Confirm Products Compliance	Confidence in Product Compliance	Compliance-checking cost on Government (Investment and operational fee)			Feasibility for mutual recognition
		Before motor vehicles are put on sale	After motor vehicle are put on sale		
		Certification (Each model)	COP (Quality control)	Survey (Each model)	
Government Testing Type	Confidence depends on stringency and quality of government testing and approval, and on uniformity in test procedures used to determine compliance or grant approval.	Middle	Low-Middle	Low	In practice under the provisions of the 1958 Agreement and possible through individual MRA's.
Government Approved Third Party Testing Type	Confidence depends on stringency and quality of government testing and approval, and on uniformity in test procedures used to determine compliance or grant approval.	Low	Low	Low	In practice under the provisions of the 1958 Agreement and possible through individual MRA's..
Acceptance of Manufacturers' Testing reports Type	Confidence depends on severity of checking test reports, auditing, independent and uniform government approved testing, and a strong and effective recall system.	Low	Middle	Low -Middle	Possible through individual MRA's such as the Mutual Recognition Agreement between Australia an Thailand.
Manufacturers' Self-Certification Compliance Type	Confidence depends on independent government-approved testing and auditing, uniformity in test procedures used to determine compliance or grant approval, and on a strong and effective recall system.	None	None	Low-Middle	Possible through individual MRA's or other international agreement

The above table indicates features of various certification systems. In practice, it would be recommended to adopt the most suitable combination of certification systems that fit respective economies' needs and situations.

### **3. Compliance-Check System for mass-produced Vehicles**

A compliance-check system is a vital part of any certification system. The type of compliance-check system will differ depending on the type certification system selected.

### Attachment 3: Summary List on Regulation, Certification System and Compliance Check System

#### 1. Technical Regulations

Items	Sub-items		Automobile producing country with advanced levels of regulations and certification system			Automobile producing country with basic levels of regulations and certification system
			Germany	U.K.	Japan	Poland
Safety	1. Name of laws/regulations (related laws/regulations)	Laws	StVZO (Strassenverkehrs Zulassungs Ordnung)	Transport Act	Road Vehicles Act	Road Traffic Law
		Technical regulations	BMV/StV	Road Traffic Regulation	Safety Regulations for Road Vehicles	Road Traffic Law
	2. List of technical regulations		Attached Paper 1	Attached Paper 1	Attached Paper 1	Attached Paper 1
	3. Contents of law/regulations		Attached Paper 2	Attached Paper 2	Attached Paper 2	Attached Paper 2
	4. Structure of law/regulations		StVZO systematically includes related provisions. (Attached Paper 2)	Road Traffic Regulation systematically includes related provisions. (Attached Paper 2)	Safety Regulations for Road Vehicles systematically includes related provisions. (Attached Paper 2)	Road Traffic Law systematically includes related provisions. (Attached Paper 2)
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles		No difference.	No difference.	Basically there is no difference.	No difference
	6. The number of adopted ECE Regulations		88 ECE Regulations (Attached Paper 3)	89 ECE Regulations (Attached Paper 3)	5 ECE Regulations (Attached Paper 3)	43 ECE Regulations (Attached Paper 3)
	7. How to incorporate ECE Regulations into domestic laws or regulations.	Option / replacement	ECE Regulations are adopted as options.	ECE Regulations are adopted as options.	ECE Regulations are adopted replacing domestic equivalent regulations.	ECE Regulations in English texts are directly incorporated into domestic regulations.
		Language	ECE Regulations are translated into German and incorporated into domestic regulations. If interpretation of provisions is in dispute, staff gose back to original texts in English.	English	ECE Regulations are translated into Japanese and incorporated into domestic regulations.	Institute of Motor Transport translates ECE Regulations into Polish for reference and disseminates them on request .
Adopt the latest versions						
8. Jurisdictional government office/ department		Verkehrsministerium (BMVBW)	Department of Environment, Transport and Region (DETR)	Ministry of Transport	Ministry of Transport and Maritime Economy	
Environmental laws/regulations system	1. Name of laws/regulations (related laws/regulations)	Laws	StVZO (Strassenverkehrs Zulassungs Ordnung)	Transport Act	Road Vehicles Act	Road Traffic Law
		Technical regulations	BMV/StV	Road Traffic Regulation	Safety Regulations for Road Vehicles	Road Traffic Law
	2. List of technical regulations		Attached Paper 1	Attached Paper 1	Attached Paper 1	Attached Paper 1
	3. Contents of law/regulations		Attached Paper 2	Transport Act (Attached Paper 2)	Attached Paper 2	Attached Paper 2
	4. Structure of law/regulations		Attached Paper 2	Road Traffic Regulation systematically includes related provisions. (Attached Paper 2)	Attached Paper 2	Attached Paper 2
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles		No difference.	No difference.	Basically there is no difference.	No difference
	6. The number of ECE Regulations adopted		12 ECE Regulations (Attached Paper 3)	11 ECE Regulations (Attached Paper 3)	No ECE Regulations were adopted so far. (Attached Paper 3)	Exhaust emission regulation harmonized with ECE Regulations. 14 ECE Regulations adoped (Attached Paper 3)
	7. How to Incorporate ECE Regulations into domestic laws or regulations.	Option / replacement	ECE Regulations are adopted as options.	ECE Regulations are adopted as options.	ECE Regulations are adopted replacing domestic equivalent regulations.	ECE Regulations in English texts are directly incorporated into domestic regulations.
		Language	ECE Regulations are translated into German and incorporated into domestic regulations. If interpretation of provisions is in dispute, staff gose back to original texts in English.	English	ECE Regulations are translated into Japanese and incorporated into domestic regulations.	Institute of Motor Transport translates ECE Regulations into Polish and disseminates them on request .
Adopt the latest versions						
8. Jurisdictional government office/ department		Verkehrsministerium (BMVBW) Umweltministerium (VMU)	Department of Environment, Transport and Region (DETR)	Ministry of Transport	Ministry of Transport and Maritime Economy	

### Attachment 3: Summary List on Regulation, Certification System and Compliance Check System

Items	Sub-items	Automobile producing country with advanced levels of regulations and certification system			Automobile producing country with basic levels of regulations and certification system	
		Germany	U.K.	Japan	Poland	
Flow of Rule-making	1. Flow chart of Law/Regulations Making Process		Attached Paper 4-1	Attached Paper 4-2	Attached Paper 4-3	
	2. Assessment of the current situation					
	1) Investigation and analysis of traffic accidents Name of organization	BAST	Police collects data on light-duty vehicles such as passenger cars, Vehicle Inspectorate collects data on heavy-duty vehicles such as buses, Transport Research Lab. and universities analyze the collected data.	ITARDA (Institute of Traffic Accident Research and Data Analysis)	Ministry of International Affairs & Administration	
	2) Execution of ambient air monitoring Name of organization	VMU	DETR (Air Quality) Environment Agency	Automotive Pollution Control Division, Air Quality Bureau, Environment Agency	Ministry of Environment Protection	
	3) Understanding of international movements (Participation in international conference/ Use of research companies)	Participate in WP29 and all GR subcommittees	Participate in WP29 and all GR subcommittees. Use private research companies. Utilize information obtained from TRL and universities. Exchange opinions with motor vehicle industry, transportation traders and consumer organizations.	Participate in WP29 all GR subcommittees, ESV Conferences and IHRA activities. Use research companies.	Participation in WP29 and all GR subcommittees.	
	3. Formulate policy on rule-making					
	Policy formulation body	Governmental body	BMVBW	DETR	Ministry of Transport	
		Advisory body	None	None	Council for Transport Technology, Central Council for Environmental Pollution Control	
		Consulting Institution	DEKRA, BAST, TUV	private research companies, TRL, universities, Ministry of Health (related to environmental issues)		
	4. Make technical regulations drafts and solicit comments					
	1) Testing and research	DEKRA, BAST, TUV	TRL, universities	Traffic Safety and Nuisance Research Institute (MOT), Japan Automobile Research Institute	Institute of Road Transport	
	2) Government office to make regulations drafts	BMVBW	DETR	Ministry of Transport	Institute of Road Transport	
	3) The number of staff involved in draft-making	13-15 people	around 50 people including support-administration staff. (around 20 mechanical engineers and 6 fully qualified lawyers.)	around 5 people		
	4) Expertise/qualifications required for draft-making staff	University graduates in engineering and receive special educational courses	a training scheme for newly graduated engineers accredited by the Institute of Mechanical Engineers. Recruit many engineers direct from industry or other outside organizations.	No special requirements		
	5) Solicitation of comments	Comments are received.	Comments are received. (one time)	Regulations drafts are distributed to interested groups and comments are solicited.	Ministry of Economy informs the industry.	
	6) Public hearing	Not held.	Not held.	Usually public hearings are not held.	Not held	
	5. Establishment of regulations					
	1) Government office to finalize and issue regulations	BMVBW	DETR	Ministry of Transport	Ministry of Transport and Maritime Economy	
	2) The number of staff involved in finalizing regulations	13-15 people	around 50 people including support-administration staff. (around 20 mechanical engineers and 6 fully qualified lawyers.)	around 5 people	around 6 people (expected to increase the number)	
	3) Expertise/qualifications required for final-rulemaking staff	University graduates in engineering and receive special educational courses	a training scheme for newly graduated engineers accredited by the Institute of Mechanical Engineers. Recruit many engineers direct from industry or other outside organizations.	No special requirements	University-graduate engineers receive special educational courses	
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	BGBL (Official Journal)		Hard copies (the official gazette, press release)	Hard copies: Government Diary, MOT Regulation & Diet Laws	
	6. Evaluation of effects of new regulations					
	1) Existence or lack of system for evaluating effects of new regulations	Exist		Exist	No system	
2) Outline of the existing system	Effects of new regulations are investigated only when settlement of some problems are required.		Effects of new regulations are investigated only when settlement of some problems are required.			

## 1. Technical Regulations

Items	Sub-items		Automobile producing country with basic levels of regulations and certification system	Automobile producing country with self-certification system (safety)
			Luxembourg	U. S. A.
Safety Law/Regulation system	1. Name of law/regulation	Law	Code de la Route	Title 49 United States Code, Chapter 301 Motor Vehicle Safety
		Technical regulation	Reglement Grand-ducal	Title 49 U. S. Code of Federal Regulations, Federal Motor Vehicle Safety Standards (49 CFR Part 571)
	2. List of technical regulations		Attached Paper 1	Attached Paper 1
	3. Contents of law/regulations		Attached Paper 2	Attached Paper 2
	4. Structure of law/regulations		Code de la Route basically harmonizes with ECE Regulations and it is systematic. (Attached Paper 2)	FMVSS systematically includes related provisions. (Attached Paper 2)
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		No difference.	No difference.
	6. The number of ECE Regulations adopted		92 ECE Regulations (Attached Paper 3)	some (FMVSS 135: Brake)
	7. How to incorporate ECE Regulations into domestic law or regulation.	Option / replacement	ECE Regulations are dopted as options when EU approves them.	ECE Regulations are adopted as options.
		Language	ECE Regulations in English texts are attached to domestic regulations.	English
		adopt the latest versions		
8. Jurisdictive government office/department		Ministry of Transport	NHTSA (Notional Highway Traffic Safety Administration)	
Environmental Law/Regulation system	1. Name of law/regulation	Law	Code de la Route	Clean Air Act of 1990
		Technical regulation	Reglement Grand-ducal	CFR Title 40, Part 80,85,86
	2. List of technical regulations		Attached Paper 1	Attached Paper 1
	3. Contents of law/regulations		Attached Paper 2	Attached Paper 2
	4. Structure of law/regulations		Code de la Route basically harmonizes with ECE Regulations and it is systematic. (Attached Paper 2)	Attached Paper 2
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		No difference.	No difference.
	6. The number of ECE Regulations adopted		Exhaust emission Regulation harmonized with ECE Regulations. 15 ECE Regulations (Attached Paper 3)	None
	7. How to incorporate ECE regulations into domestic law or regulation.	Option / replacement	ECE Regulations are dopted as options when EU approves them.	N/A
		Language	ECE Regulations in English texts are attached to domestic regulations.	N/A
		adopt the latest versions		
8. Jurisdictive government office/department		Ministry of Transport	Environmental Protection Agency	

Items	Sub-items	Automobile producing country with basic levels of regulations and certification system	Automobile producing country with self-certification system (safety)	
		Luxembourg	U. S. A.	
Flow of Rule-making	1. Flow chart of Law/Regulations Making Process	Attached Paper 4-4	Attached Paper 4-5	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents Name of organization	No activities	National Center for Statistics and Analysis, NHTSA	
	2) Execution of ambient air monitoring Name of organization	Ministry of Environment	EPA	
	3) Understanding of international movements (participation in international conference/ Use research companies)	Participation in WP29 and GRSG subcommittee	Participate in WP29 and all GR Subcommittees, IHRA, ISO, SAE, TABD(Transatlantic Business Dialoue) and TACD(Transatlantic Consumer Dialoue)	
	3. Formulate policy on rule-making		Congress (Senate and House Committees)	
	Policy formulation body	Administrative organ		NHTSA, EPA
		Advisory body		There is no standing advisory committee, but advisory committee can be set up when necessary.
		Consultant		
	4. Make technical regulations drafts and solicit comments			
	1) Testing and research	No activities	R & D activities done by NHTSA	
	2) Government office to make regulations drafts	Siciete Nationale de Controle Technique (SNCT-H)	NHTSA	
	3) The number of staff involved in draft making	around 5 (also do other jobs)		
	4) Expertise/qualifications required for draft-making staff	No special requirements		
	5) Solicitation of comments	Ministry of Interia, Statistical Department collects public opinion.	Announced by official gazette and comments are solicited at least once.	
	6) Public hearing		Public hearings are held for rule-makings in which there is a substantial amount of public interest.	
	5. Establishment of regulations			
	1) Government office to finalize and issue regulations	Ministry of Transport	NHTSA	
	2) The number of staff involved in finalizing regulations			
	3) Expertise/qualifications required for final-rulemaking staff			
	4) Means of announcing new regulations (E-mail, Hard copies etc)	Hard copies: The official gazette "Memorial"	Final Rule is published in Federal Register, later it is codified in CFR (Code of Federal Regulations). Internet.	
	6. Evaluation of effects of new regulations			
	1) Existence/lack of system for evaluating effects of new regulations	Exist	Exist	
2) Outline of system	Effects of new regulations are investigated only when settement of some problems are required.	Regularly review the effects of rules and regulations		

## 2. Certification System

Item	Sub-item	Automobile producing country with advanced levels of regulations and certification system			Automobile producing country with basic levels of regulations and certification system	
		Germany	U.K.	Japan	Poland	
Certification System	1. Certification body	Governmental certification	Governmental certification	Governmental certification	Governmental certification	
	2. Certification type	System certification	Exist	Exist	Exist	
		Parts certification	Exist	Exist	Exist	
	3. Mutual recognition agreement	Vehicle type approval	Exist. WVTA (M1, Motor cycle) and NTA	Exist	Exist	Exist
Exist or not		Exist	Exist	Exist	Exist	
4. Certification flow chart	The name of MRA	1958 agreement	1958 Agreement	1958 Agreement	1958 Agreement	
Regulation providing certification framework (legal system)	1. Name of regulation	Strassenverkehrsgesetz (StVG) Strassenverkehrs Ordnung (StVO)	Road traffic act	Safety Regulation for Road Vehicles Enforcement Procedure for Motor Vehicle Type Designation	Road traffic Law	
	2. Jurisdictional government office	Make regulations	Kraftfahrt-Bundesamt (KBA)	Vehicle Certification Agency (VCA)	Engineering and Planning Division, Ministry of Transport	
		Examine application documents	Kraftfahrt-Bundesamt (KBA)	Vehicle Certification Agency (VCA)	Vehicle and Component Approval Division, Ministry of Transport	
	3. Mandatory system/ parts certification items	Inspect sample vehicles	Kraftfahrt-Bundesamt (KBA)	Vehicle Certification Agency (VCA)	Automobile Type Approval Test Division, Traffic Safety and Nuisance Research Institute, Ministry of Transport	Ministry of Transport and Maritime Economy
		Audible warning device, Mirror, Radio interference suppression, Device against unauthorized use, Reflex reflecting, Lamps, Seat belts, Wiper & Washer system, Head restraints, Safety glazing, Tire, Trailer hitch, Speed limitation device, Headlamp cleaner, Child restraint system, Snow chain, Trailer braking system,others		Audible warning device, Rear reflecting, Lamps, Passenger motor vehicle braking system, Noise control device, Exhaust emission control device	Automobile warning device, Mirror, Radio interference suppression, Device against unauthorized use, Reflex reflecting, Lamps, Seat belts, Wiper & Washer system, head restraints, Safety glazing, Tire, Trailer hitch, Speed Limitation device, Child restraint system, others	
4. Approval body		KBA	Vehicle Certification Agency (VCA)	Vehicle and Component Approval Div., Ministry of Transport	Ministry of Transport and Maritime Economy	
Certification procedure and management	1. Certification test	Government lab	MPA, LTIK(semi-governmental body), KBA	BSI, SRI(semi-governmental body),VCA	Traffic Safety and Nuisance Research Institute	
		3rd party lab	TUV(private)	ERA technology Ltd.	None	Institute of Motor Transport and other 5 organizations
	Foreign lab	None. However, if applied, it will be accepted.	TUV etc.	TUV, UTAC etc.	None	
	Accept manufacturers' test reports	Not accepted.	Not accepted.	Not accepted.	Not accepted	
2. Certification documents		Certification documents based on ECE Regulation.	Certification documents based on ECE Regulation.	Certification documents based on Safety Regulation for Road Vehicles.	Certification documents based on ECE Regulations.	
3. Approval period only for processing application documents		NTA : within 2 weeks after submission of application documents Individual certification : just one day after submission of test reports	Depend on preparation condition of prototype vehicle. VCA can issue certificate in a few days if application documents is completed	8 weeks	8 weeks	
4. Examination fee		DM1435 per type		420,000 yen per type (include fees for testing and documents examination) 50,000 yen per component (include fees for testing and documents examination)	\$ 4800 per type approval testing + \$ 100 per certificate issuance	
Certification facilities (Government)	1. Certification test lab.		KBA	VCA	Traffic Safety and Nuisance Research Institute, Ministry of Transport	
	2. Size of certification test lab.	Test equipment				
		Accuracy, cross-checking		Cross-checking at irregular intervals	Cross-checking at irregular intervals	Cross-checking at irregular intervals
	3. Staff of certification test lab. (number, expert level, skill)		KBA : 20 persons Mechanical engineers with B.Sc./B.Eng degrees	VCA : 80 persons (in 1994)	100 persons	21 persons
	4. Training for staff of certification test lab.		One-year special education course after assignment ( legal knowledge, etc.)		Educational program conducted by Ministry of Transport	On the job training.
	5. Business of certification test lab. (only certification or both certification and R&D)		Some do only certification and others do both certification and R&D.	VCA does only certification.	do both certification and R&D	do both certification and R&D.
	6. Criteria for testing lab. approval	Supervisory department/office		KBA	VCA	Ministry of Transport
Standard for management & maintenance			EN45003	EN45003	EN45003	
7. Statistics on certification & approval (reference)	No. of examined vehicles per year				957 type per year	
	No. of examined items per year		KBA : 11800 items per year	3249 per year (1994-1995)	40-45 per year	
	No. of examined vehicle types per year			WVTA : 877 per year (1994-1995)	100 ECE items per year 600 NTA per year	
Certification facilities (3rd party)	1. Certification test lab.		TUV	ERA technology Ltd.		
	2. Size of certification test lab.	Test equipment				
		Accuracy, cross-checking		Cross-checking at irregular intervals	Cross-checking at irregular intervals	
	3. Staff of certification test lab. (number, expert level, skill)					
	4. Training for staff of certification test lab.					
	5. Business of certification test lab. (only certification or both certification and R&D)		Some do only certification and others do both certification and R&D.			
	6. Criteria for testing lab. Approval	Supervisory department/office		KBA	VCA	
Standard for management & maintenance			EN45003	EN45003		
7. Statistics on certification & approval (reference)	No. of examined vehicle per year					
	No. of examined items per year					
	No. of examined vehicle types per year					

## 2. Certification System

Item	Sub-item	Automobile non-producing country with basic levels of regulations and certification system	Automobile producing country with self-certification system (safety)		
		Luxembourg	U. S. A.		
Certification system	1. Certification body	Governmental certification	Self-certification		
	2. Certification type	System certification	Exist	None	
		Parts certification	Exist	None	
		Vehicle type approval	Exist	None	
3. Mutual recognition agreement	Exist or not	Exist	not Exist		
	The name of MRA	1958 Agreement			
4. Certification flow chart	Attached Paper 5-1	N/A			
Regulation providing certification framework (legal system)	1. Name of regulation	Code de la Route	CFR Title 49 Chapter 301		
	2. Jurisdictional government office	Make regulations	SNCT-H	NHTSA	
		Examine application documents	SNCT-H	NHTSA	
		Inspect Sample Vehicles	SNCT-H	NHTSA	
3. Mandatory system / parts certification items	Audible warning device, Mirror, Radio interference suppression, Device against unauthorized use, Reflex reflecting, Lamps, Seat belts, Wiper & Washer system, Head restraints, Safety glazing, Tire, Trailer hitch, Speed limitation device, Child restraint system, Headlamp cleaner, others		49CFR Parts 567 & 568, FMVSS		
4. Approval body	SNCT-H		each manufacturer		
Certification procedure and management	1. Certification test	Government lab	SNCT-H	N/A	
		3rd party lab	Luxcontrol,TUV,UTAC	N/A	
		Foreign lab.	None	N/A	
		Accept manufacturers' test reports	Not accepted	N/A	
2. Certification documents	Certification documents based on ECE Regulations.		N/A		
3. Approval period only for processing application documents	1 week		N/A		
4. Examination fee	New approval: 25,000 LFr per type Extension approval: 20,000 LFr per type Discount rate for 10 or more type approvals		N/A		
Certification facilities (Public)	1. Certification test lab.	SNCT-H		<i>N/A Approximately 21 independent testing lab including 3rd party</i>	
	2. Size of certification test lab.	Test equipment		<i>N/A</i>	
		Accuracy, cross-checking			<i>N/A</i>
	3. Staff of certification test lab. (number, expert level, skill)				<i>N/A</i>
	4. Training for staff of certification test lab.				<i>N/A</i>
	5. Business of certification test lab.(only certification or both certification and R&D)	do only certification			<i>N/A</i>
	6. Criteria for testing lab. Approval	Supervisory department/office	SNCT-H		<i>N/A</i>
Standard for management & maintenance		EN45003		<i>N/A</i>	
7. Statistics on certification & approval (reference)	No. of examined vehicles per year			<i>N/A</i>	
	No. of examined items per year			<i>N/A</i>	
	No. of examined vehicle types per year			<i>N/A</i>	
Certification facilities (3rd party)	1. Certification test lab.	Luxcontrol,TUV,UTAC		<i>N/A Approximately 21 independent testing lab including government</i>	
	2. Size of certification test lab.	Test equipment		<i>N/A</i>	
		Accuracy, cross-checking	Confirmation of calibration.		<i>N/A</i>
	3. Staff of certification test lab. (number, expert level, skill)	Luxcontrol: 14 persons TUV: 6 persons UTAC: 5 persons			<i>N/A</i>
	4. Training for staff of certification test lab.	EN45001, EN45002			<i>N/A</i>
	5. Business of certification test lab.(only certification or both certification and R&D.)	do only certification			<i>N/A</i>
	6. Criteria for testing lab. approval	Supervisory department/office	SNTC-H, Ministry of Transport		<i>N/A</i>
Standard for management & maintenance		EN45001, EN45002 Maintain independence from manufacturers.		<i>N/A</i>	
7. Statistics on certification & approval (reference)	No. of examined vehicles per year			<i>N/A</i>	
	No. of examined items per year	5000 items (in 1998)		<i>N/A</i>	
	No. of examined vehicle types per year			<i>N/A</i>	

### 3. Mass-Produced Vehicle Compliance

Items	Sub-items	Automobile producing country with advanced levels of regulations and certification system			Automobile producing country with basic levels of regulations and certifications system	
		Germany	U.K.	Japan	Poland	
Conformity of Production (COP)	1. COP existence and its method	Exist	Exist. Suitable Quality Plan is submitted by the manufacturer.	Exist	Exist	
	2. The name of auditing organization	Commissioned to 3rd party lab such as TUV	VCA	Ministry of Transport	Ministry of Transport and Maritime Economy	
		KBA also conducts audit			Institute of Motor Transport	
	3. The number of COP auditors	5 persons (KBA)		9 persons	2 persons (MOT) and 2 persons (IMT)	
	4. Treatment of non-compliance (including penalties)	Penalty: Pay DM707 per fault (discrepancy between approval data and mass-production data), Withdraw approval if the discrepancy can not be corrected.	Penalty: Withdraw approval if the defects can not be fixed.	Receive report. Penalty: Withdraw approval if the defects can not be fixed.	Penalties: Withdraw approval and confiscate profits if the defects can not be fixed.	
	5. Law/Regulation System (Domestic regulation)	Related regulations	StVG : the same as 70/156 EEC (Domestic regulation has been repealed.) Motorcycles and tractors are applied.	98/14/EC	Road Vehicles Act	Road Traffic Law
		Jurisdictive government office	KBA	Department of Environment,Transport and the Regions	Ministry of Transport	Ministry of Transport and Maritime Economy
6. Initial assessment	Compliance checking of mass-produced vehicles			Completion Inspection done by the manufacturer Spot check by MOT at the time of audit		
	Quality control system of the plant			Document examination and on-site audit by MOT		
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)	None	None	None. Automobile Safety Information which include crash-worthiness is made public.		
	2. Check items	Safety	None(Mass-produced parts or vehicles are checked only when potential defects are found.)			
		Environment	Voluntary checking of exhaust gas by Ministry of Environment (no legal foundation)			
		General	None			
3. Checking techniques	Surveillance of in-use vehicles (Exhaust emission)	Vehicles (10 vehicles /year) are purchased from dealers and tested.				
4. Testing lab	Technical Services such as TUV					
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization	Exist, Vehicle Inspection is done by private sector (approx. 100 companies including TUV, DEKA, GTU, KUS)	Exist. HDV: Vehicle Inspectorate and fleet users LDV: MOT Center (private garages)	Exist. Mini-sized Motor Vehicles: Light Motor Vehicles Inspection Organization, Other Vehicles: MOT	Exist. Vehicle inspection is conducted by either government itself, institute owned by government or private companies.	
	2. Government office supervising in-use inspection	Ministry of Transportation of each state	Licensing and Enforcement Division,DETR	District Transport Bureau, Ministry of Transport	Ministry of Transport and Maritime Economy	
	3. Check items of in-use inspection	Facilities	brake force, headlamp, idle CO, HC, diesel smoke, exhaust emission in running mode	lamp, suspension, steering, brake, tire and wheel, seat belt, idle CO, HC, diesel smoke etc.	side slip, brake force, speedometer, headlamp, idle CO, HC, Diesel smoke	Brake force, head lump, idle CO, HC, Diesel smoke
No. of inspectors				1047 persons (in 1997)		
Recall (reference only)	1. Recall system	Existence of system	Not exist	Exist		
		Profile	Manufacturer recalls voluntary.	The safety defects are decided by manufacturer, then reported to VI. The manufacturer have to report the rate of recalled and repaired vehicles in three months.	Voluntary reporting by manufacturers.	
	2. Related laws/ regulations	None	Code of Practice on Action concerning Vehicle	Road Vehicles Act		
3. Jurisdictive government office	Ministry of Environment	Vehicle Inspectorate	Ministry of Transport			

### 3. Mass-Produced Vehicle Compliance

Items	Sub-items		Automobile non-producing country with basic levels of regulations and certification system	Automobile producing country with self-certification system
			Luxembourg	U. S. A.
Conformity of Production (COP)	1. COP Existence and its method		Exist	None
	2. The name of auditing organization		SNCT-H	N/A
	3. The number of COP auditors		2 persons	N/A
	4. Treatment of non-compliance (including penalties)		Penalty: Withdraw approval if the defects can not be fixed.	N/A
	5. Law/ Regulation System (Domestic regulation)	Related regulations	Code de la Route based on 70/156/EEC Annex X	N/A
		Jurisdictional government office	SNCT-H	N/A
	6. Initial assessment	Compliance checking of mass-produced vehicles		N/A
		Quality control system of the plant		N/A
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)		Visual check of vehicles is done at vehicle registration.	Exist. Title 49 United States Code, Chapter 301 Motor Vehicle Safety
	2. Check items	Safety		An average of 30 of the 44 testable FMVSSs (30 vehicle standards and 14 equipment standards)
		Environment		CFR Title 40 Parts 80,85,86
		General		
	3. Checking techniques			Products are sampled at random in the marketplace and tested to the minimum performance requirements of the applicable standard by about 21 independent labs. For the Remaining 7 non-testable FMVSSs, visual inspection is performed by new car dealership or inspection stations.
4. Testing lab		SNCT	About 21 independent test labs	
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization		Exist. Vehicle inspection is done by government.	Exist. Done by local government or private garages (differ by each state)
	2. Government office supervising in-use inspection		SNCT	State government
	3. Check items of in-use inspection	Facilities	Side slip, brake force, head lamp, idle CO & HC , Diesel smoke	Differ by each state
		The number of inspectors		
Recall (reference only)	1. Recall system	Existence of system	Exist	Exist
		Profile	Only when critical defects are found.	In case vehicle manufacturers judge that there is defects or safety non-compliance, they shall report it to NHTSA within 5 business days.
	2. Related laws/ regulations			Title 49 United States Code, Chapter 301 Motor Vehicle Safety
3. Jurisdictional government office		SNCT-H	NHTSA	

**1.General Guidelines for Technical Regulations**

**Attachment 4 : General Guidelines**

Items	Sub-items		General Guidelines
Safety Law/Regulation system	1. Name of law/regulation	Law	(1) Adoption of internationally harmonized regulations. -Adoption internationally harmonized regulations such as ECE Regulations or global technical regulations, etc. (Vehicle categories should be also harmonized.) (It is difficult to adopt ECE Regulations or global technical regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements can be exempted.) -Regulations on a subject directly reference an internationally harmonized regulation. -Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when ECE Regulations are adopted as domestic regulations. -Where necessary, the internationally harmonized regulation is made available in the local language.  -Only in the case of there being no internationally harmonized technical regulations to address the identified need, a unique local regulation is to be considered. Any unique local regulation is clearly identified and transparent. It is highly recommended that the said unique local regulations are discussed at WP29 to become harmonized international regulations.  -When it is impossible to replace the existing local regulations, ECE Regulations or global technical regulations can be adopted as alternative regulations.  (2) Application of regulations is fair. -There is no difference in technical requirements between domestically produced vehicles and imported vehicles. -There is no difference in technical requirements between vehicle production and vehicle registration.  (3) Regulations are systematic and easy to understand. -The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc. -Upper/lower conception of law/regulation is clear.  (4) Regulations have performance-based technical requirements which enable objective judgements on pass or fail. -Technical requirements are quantitative, and tests are repeatable.  (5) Distinguish law/regulations and standards clearly. -Law/regulations are made compulsory by social requests, whereas standards are voluntary.
		Technical regulation	
	2. List of technical regulations		
	3. Contents of law/regulations		
	4. Structure of law/regulations		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		
	6. The number of ECE Regulations adopted		
	7. How to incorporate ECE Regulations into domestic law or regulation.	Option / replacement	
Language			
adopt the latest versions			
8. Jurisdictional government office/department			
Environmental Law/Regulation system	1. Name of law/regulation	Law	(3) Regulations are systematic and easy to understand. -The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc. -Upper/lower conception of law/regulation is clear.  (4) Regulations have performance-based technical requirements which enable objective judgements on pass or fail. -Technical requirements are quantitative, and tests are repeatable.  (5) Distinguish law/regulations and standards clearly. -Law/regulations are made compulsory by social requests, whereas standards are voluntary.
		Technical regulation	
	2. List of technical regulations		
	3. Contents of law/regulations		
	4. Structure of law/regulations		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		
	6. The number of ECE Regulations adopted		
	7. How to incorporate ECE regulations into domestic law or regulation.	Option / replacement	
Language			
adopt the latest versions			
8. Jurisdictional government office/department			

Items	Sub-items	General Guideline	
Flow of Rule-making	1. Flow chart of Law/Regulations Making Process	Flow of Law/Regulations Making Process is clear.	
	2. Assessment of the current situation		
	1) Investigation and analysis of traffic accidents Name of organization	Economies countinuously monitor their own road safety and atmospheric situation. Use road safety and air quality data in the process of adopting internationally harmonized technical regulations.	
	2) Execution of ambient air monitoring Name of organization		
	3) Understanding of international movements (participation in international conference/ Use research companies)	Regularly participate in WP29 and all GR subcommittees. Share the information obtained with relevant Government departments and industries, and make good use of it.	
	3. Formulate policy on rule-making	Rule-making policy should be formulated through a consulting process. Establish a system to discuss with scholars and men of experience, users and industries.	
	Policy formulation body		Administrative organ
			Advisory body
		Consultant	
	4. Make technical regulations drafts and solicit comments	In making drafts of technical regulations the following aspects are allowed for.	
	1) Testing and research	The defined government office responsible for vehicle administration makes regulations drafts (or in cooperation with other related offices /organizations).  Secure appropriate number of competent staff.  Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.  Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	2) Government office to make regulations drafts		
	3) The number of staff involved in draft making		
	4) Expertise/qualifications required for draft-making staff		
	5) Solicitation of comments		
	6) Public hearing		
	5. Establishment of regulations	In finalizing technical regulations the following aspects are allowed for.	
	1) Government office to finalize and issue regulations	The defined government office responsible for vehicle administration finalizes regulations (or in cooperation with other related offices /organizations).	
	2) The number of staff involved in finalizing regulations	Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
4) Means of announcing new regulations (E-mail, Hard copies etc)	Announce the final regulations through the official media such as the official gazette.		
6. Evaluation of effects of new regulations	It is desirable to review the effects of new regulations regularly by professional institutes.		
1) Existence/lack of system for evaluating effects of new regulations			
2) Outline of system			

## 2. General Guidelines for Certification System

Item	Sub-item	General Guidelines	
Certification system	1. Certification body	Systematic certification system including parts certification, system certification (ECE certification system), and vehicle type approval(NTA) are established within jurisdiction of the defined government office in conjunction with vehicle registration.	
	2. Certification type	System certification	
		Parts certification	
		Vehicle type approval	
3. Mutual recognition agreement	Exist or not The name of MRA	Join 1958 Agreement and all ECE Regulations are subject to mutual recognition agreement.	
4. Certification flow chart		Certification process is clear.	
Regulation providing certification framework (legal system)	1. Name of regulation		
	2. Jurisdictional government office	Make regulations	
		Examine application documents	
		Inspect Sample Vehicles	
3. Mandatory system / parts certification items		Adopt ECE Regulations for system and parts.	
4. Approval body			
Certification procedure and management	1. Certification test	Government lab	Where relevant laboratories exist in an economy the first priority is to ensure and maintain their competence for international certification purposes. Where there are no appropriate laboratories, alternatives are to use laboratories in other economies or to accept manufacturers' own certification testing.
		3rd party lab	
		Foreign lab.	
		Accept manufacturers' test reports	
2. Certification documents		Documents which verify the vehicle's compliance with relevant safety and environmental regulations such as ECE approval certificates, manufacturers' test reports, related technical information (including vehicle specifications), etc.	
3. Approval period only for processing application documents		Establish the effective certification system and set appropriate approval period.	
4. Examination fee		Reasonable fees that correspond with costs of testing and examination.	
Certification facilities (Public)	1. Certification test lab.		Decide whether the new certification laboratories should be constructed or not, considering the cost-effectiveness of the labs and government responsibility for certification approval.
	2. Size of certification test lab.	Test equipment	It is desirable that all test items can be performed within one's own country.
		Accuracy, cross-checking	Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab. (number, expert level, skill)		Appropriate number of staff
	4. Training for staff of certification test lab.		Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab.(only certification or both certification and R&D)		Main responsibility of the lab is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab. Approval	Supervisory department/office	Supervisory department is clearly appointed.
Standard for management & maintenance		Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)	No. of examined vehicles per year		
	No. of examined items per year		
	No. of examined vehicle types per year		
Certification facilities (3rd party)	1. Certification test lab.		Certification labs are approved by government.
	2. Size of certification test lab.	Test equipment	
		Accuracy, cross-checking	Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab. (number, expert level, skill)		Appropriate number of staff.
	4. Training for staff of certification test lab.		Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab.(only certification or both certification and R&D.)		Main responsibility of the lab is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab. approval	Supervisory department/office	Supervisory department is clearly appointed.
Standard for management & maintenance		Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)	No. of examined vehicles per year		
	No. of examined items per year		
	No. of examined vehicle types per year		

**3. General Guidelines for Mass-Produced Vehicle Compliance**

Items	Sub-items	General Guidelines	
Conformity of Production (COP)	1. COP Existence and its method	Refer to 1958 Agreement Appendix 2 (Attached Paper 6)	
	2. The name of auditing organization	COP procedures are managed within jurisdiction of the sole government office.	
	3. The number of COP auditors	Appropriate number of staff.	
	4. Treatment of non-compliance (including penalties)	Refer to 1958 Agreement Appendix 2 (Attached Paper 6)	
	5. Law/ Regulation System (Domestic regulation)	Related regulations	Clear provisions which are easy to understand.
		Jurisdictive government office	COP procedures are managed within jurisdiction of the sole government office.
	6. Initial assessment	Compliance checking of mass-produced vehicles	Refer to 1958 Agreement Appendix 2 (Attached Paper 6)
		Quality control system of the plant	Refer to 1958 Agreement Appendix 2 (Attached Paper 6)
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)	/	
	2. Check items		Safety
			Environment
			General
	3. Checking techniques		
4. Testing lab			
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization	/	
	2. Government office supervising in-use inspection		
	3. Check items of in-use inspection		Facilities
			The number of inspectors
Recall (reference only)	1. Recall system	Existence of system	/
		Profile	
	2. Related laws/ regulations		
	3. Jurisdictive government office		

# 1. Four-wheeled passenger vehicle

Safety Control item		Example of concrete requirements	EU	Japan	U.S.A.	ECE	Australia	Thailand	
Accident avoidance measures	Visibility characteristics	Window glass	○	○	○	○	○	○	
		field of vision	○				○	○	
		Wiper, windshield washer system	○	○	○		○	○	
		Defroster , Demisting system	○	○	○		○		
		Rear-view mirror	○	○	○	○	○	○	
		Immediate-front, immediate-left mirror		○				○	
		Headlamp	○	○	○	○	○	○	
		concealable illuminating lamp	○		○	○			
		auxiliary headlamp							
		fog lamp	○	○	○	○	○	○	
		reversing lamp	○	○	○	○	○	○	
		Hood latch system			○		○		
		bulb for headlamps	○		○	○	○		
		bulb for lighting	○				○	○	
		consciousness	Clearance lamp	○	○	○	○	○	○
			tail lamp	○	○	○	○	○	○
			parking lamp	○	○	○	○		○
			Rear reflector	○	○	○	○	○	○
			hazard warning lamp	○	○	○	○		○
			emergency signal equipment		○				
			warning reflector	○	○		○		
			rear fog lamp	○	○		○	○	
			side marker & side reflector	○	○	○	○	○	○ Option
			large-sized rear reflex reflector	○	○		○		
		daytime running lamp	○			○	○		
		Glare prevention	Headlamp	○	○	○	○	○	
			Glare reduction in field of view			○		○	
			Restriction on color of light, etc	○	○		○		○
		Transmission of information	Horn	○	○		○	○	○
			Direction indicator lamp	○	○	○	○	○	○
	stop lamp		○	○	○	○	○	○	
	Back-up lamp		○	○	○	○	○	○	
	speed indication device								
	warning lamp		○	○		○			
	Tachograph			○					
	Driving characteristics	controllability	Maximum stable inclination angle		○				
			minimum ground clearance	△ vehicle				○	
			Minimum turning radius					○	
			front wheel alignment						
		Tire	Tire	○		○	○		○
			Tire selection and rims					○	
			safety rim					○	
			Light-alloy disc wheel						
			brake performance	○		○	○		○
			brake hoses					○	
Brake fluid			○	○					
Anti-lock brake system	○			○	○				
Accident avoidance measures	Driving performance	brake fluid leakage alarm	○		○	○			
		control device	Arrangement and identification of control devices	○		○		○	
			Speedometer		○		○		○
	Driving environment	gear-shift control					○		
		driver's seat							
		Seat	○		○	○			
		power window	*				○		
	heating systems								
	Arrangement of foot control				○				

Safety Control item		Example of concrete requirements	EU	Japan	U.S.A.	ECE	Australia	Thailand	
Injuries reduction measures	Occupant protection	occupant restraint device	Seat belts	0	0	0	0	0	0
			Seat belt anchorage	0	0	0	0	0	
			belt		0	0			
			Air bag		0	0			
			child restraint	0	0	0	0		
			child restraint anchorage				0	0	
		vehicle interior impact reduction	Impact absorbing steering wheel	0	0	0	0	0	
			Instrument panel impact absorption	0	0	0	0	0	
			Seat back impact absorption	0	0	0	0		
			Head restraint	0	0	0	0	0	
			Sun visor impact absorption	0	0	0	0	0	
			arm rest impact absorption			0			
			interior compartment Door retention system			0		0	
			interior fittings	0			0	0	
	impact reduction of inside rearview mirror	0	0	0	0	0			
	seat anchorage strength	0	0	0	0	0			
	vehicle body	vehicle body	Door retention system	0	0	0	0	0	
			Steering control rearward displacement	0		0	0	0	
			Frontal collision	0	0	0	0	0	
			Side collision	0	0	0	0	0	
			Side impact protection			0		0	
			Roof crash resistance			0	0		
			Behaviour of the structure of the impacted vehicle	0			0		
			Wind shield zone intrusion			0			
		Safety glass	safety glass	0	0	0	0	0	0
			Windshield mounting			0			
	Protection of vehicle from damage	Protection of vehicle from damage	Front and rear protective devices			0	0		
			rear underrun protection	0	0		0		
			Front underrun protection				0		
	Pedestrian protection	Pedestrian protection	Impact reduction of outside rearview mirror	0	0		0		
			Pedestrian protection side guard		0				
			Protrusion from vehicle body	0	0		0	0	
Prevention of protruded rotating section			0	0		0	0		
fire Preventive measures	fire Preventive measures	Prevention of fuel leakage in event of collision	0	0	0	0			
		Flame-resistant interior materials		0	0		0 business		
		fire extinguisher		0					
		emergency exit		0	0		0		
prevention of crimes	prevention of crimes	Number plate lamps	0	0	0	0	0	0	
		Locking device	0	0	0	0	0		
		Parts marking			0				
others	others	Motor vehicle specifications, etc (Length, width, height, gross vehicle weight, axle weight, tandem axle weight and wheel load, ground-contact section and contact pressure)	0	0	0	0	0	0	
Pollution control	Emission	CO	0	0	0	0	0	0	
		HC	0	0	0	0	0	0	
		oxides of nitrogen (NOx)	0	0	0	0	0	0	
		Diesel smoke	0	0	0	0	0	0	
		Evaporative emissions	0	0	0	0	0		
		Blow-by gas	0	0	0	0			
		Heat damage warning lamp		0					
	Noise	acceleration running noise level	0	0	state law	0	0		
		steady running noise level	0	0	state law	0			
		proximity noise level	0	0	state law	0	0	0	
	EMC	EMC	0	0		0	0		

## 2. Heavy-Duty vehicle

Safety Control item		Example of concrete requirements	EU(Draft)	Japan	U.S.A.	ECE	Australia	Thailand	
Accident avoidance measures	Visibility characteristics	Window glass	○	○	○	○	○	○	
		field of vision						○	
		Wiper, windshield washer system		○	○		○	○	
		Defroster , Demisting system		○	○		○		
		Rear-view mirror	○	○	○	○	○	○	
		Immediate-front, immediate-left mirror		○					
		Headlamp	○	○	○	○	○	○	
		concealable illuminating lamp	○		○	○			
		auxiliary headlamp							
		fog lamp	○	○	○	○	○	○	
		reversing lamp	○	○	○	○	○	○ Option	
		Hood latch system			○		○		
		bulb for headlamps	○		○	○	○		
		bulb for lighting					○	○	
		consciousness	Clearance lamp	○	○	○	○	○	○
	tail lamp		○	○	○	○	○	○	
	parking lamp		○	○	○	○	○		
	Rear reflector		○	○	○	○	○	○	
	hazard warning lamp		○	○	○	○	○		
	emergency signal equipment			○					
	warning reflector			○		○			
	rear fog lamp		○	○		○	○		
	side marker & side reflector		○	○	○	○	○	○ Option	
	large-sized rear reflex reflector			○		○	○		
	daytime running lamp				○	○			
	Glare prevention	Headlamp	○	○	○	○	○		
		Glare reduction in field of view			○		○		
		Restriction on color of light, etc	○	○		○	○	○	
	Transmission of information	Horn	○	○		○	○	○	
		Direction indicator lamp	○	○	○	○	○	○	
		stop lamp	○	○	○	○	○	○	
		Back-up lamp	○	○	○	○		○	
		speed indication device		○					
		warning lamp		○		○			
		Tachograph		○					
	Driving characteristics	controllability	Maximum stable inclination angle		○				
			minimum ground clearance		○		○		
			Minimum turning radius		○			○	
			front wheel alignment		○			○	
		Tire	Tire	○	○	○	○	○	○
			Tire selection and rims			○		○	
			safety rim			○			
		Brake system	Light-alloy disc wheel		○				
brake performance			○	○	○	○	○	○	
brake hoses					○		○		
Brake system	Brake fluid		○	○	○				
	Anti-lock brake system	○	○	○	○	○			
Accident avoidance measures	warning device	brake fluid leakage alarm	○	○	○	○	○		
		Arrangement and identification of control devices	○	○	○				
	control device	Axle control system			○				
		Speedometer	○	○		○	○	○	
	Driving environment	gear-shift control			○		○		
		driver's seat		○			○	○	
		Seat	○	○	○	○	○	○	
		power window			○		○		
		heating systems			○				
	Arrangement of foot control				○	○			
		Seat belts		○	○	○	○	○	

Safety Control item		Example of concrete requirements	EU(Draft)	Japan	U.S.A.	ECE	Australia	Thailand	
Injuries reduction measures	Occupant protection	occupant restraint device	Seat belt anchorage	○	○	○			
			warning signals in event of non-use of driver's seat belt	○	○	○			
			Air bag			○			
			child restraint		○	○	○		
			child restraint anchorage				○	○	
	vehicle interior impact reduction	Impact absorbing steering wheel		○	○	○			
		Instrument panel impact absorption		○	○	○			
		Seat back impact absorption		○	○	○			
		Head restraint		○	○	○	○		
		Sun visor impact absorption		○	○	○	○		
		arm rest impact absorption			○		○		
		interior compartment Door retention system			○				
		interior fittings					○	○	
		impact reduction of inside rearview mirror	○	○	○	○	○	○	
	seat anchorage strength	○	○	○	○	○	○		
	vehicle body	vehicle body	Door retention system	○	○	○	○		
			Steering control rearward displacement			○	○	○	
			Frontal collision		○	○	○		
			Side collision		○	○	○		
			Side impact protection			○			
			Roof crash resistance			○	○	○	
			Behaviour of the structure of the impacted vehicle				○	○	
		Wind shield zone intrusion			○				
		Safety glass	safety glass	○	○	○	○	○	○
			Windshield mounting			○			
	Protection of vehicle from damage	Protection of vehicle from damage	Front and rear protective devices			○	○		
			rear underrun protection	○	○		○		
			Front underrun protection				○		
	Pedestrian protection	Pedestrian protection	Impact reduction of outside rearview mirror	○	○		○		
			Pedestrian protection side guard		○				
			Protrusion from vehicle body	○	○		○	○	
			Prevention of protruded rotating section		○		○	○	
	fire Preventive measures	fire Preventive measures	Prevention of fuel leakage in event of collision	○	○	○	○	○	
Flame-resistant interior materials				○	○				
fire extinguisher				○			○		
emergency exit				○			○		
prevention of crimes	prevention of crimes	Number plate lamps	○	○	○	○	○		
		Locking device		○	○	○	○		
		Parts marking			○				
others	others	Motor vehicle specifications, etc (Length, width, height, gross vehicle weight, axle weight, tandem axle weight and wheel load, ground-contact section and contact pressure)		○	○	○	○		
Pollution control	Emission	CO	○	○	○	○	○		
		HC		○	○	○	○		
		oxides of nitrogen (NOx)		○	○	○	○		
		Diesel smoke	○	○	○	○	○		
		Evaporative emissions	○	○	○	○			
		Blow-by gas		○	○	○			
		Heat damage warning lamp	○	○					
	Noise	acceleration running noise level	○	○	state law	○	○		
		steady running noise level		○	state law	○			
		proximity noise level		○	state law	○	○		
EMC	EMC	○	○		○	Voluntary ewstraints			

### 3. Two-wheeled motor vehicle

1. Whether requirements concerning attachment to motor vehicle exists or not, "O" is checked when there are simple parts requirements
2. \* Application of only three-wheeled vehicles

Safety Control item		Example of concrete requirements	EU	Poland	Japan	U.S.A.	ECE	Australia	Thailand	
Accident avoidance measures	Visibility characteristics	Visibility	Window glass	O*				O*	O	*
		field of vision						O		
		Wiper, windshield washer system	O*					O*	*	
		Defroster, Demisting system						O*		
		Rear-view mirror	O		O	O	O	O	O	
		Immediate-front, immediate-left mirror								
		Headlamp	O		O	O			O	
		concealable illuminating lamp				O				
		auxiliary headlamp								
		fog lamp	O		O		O	O		
		reversing lamp			O			O	*	
		Hood latch system								
		bulb for headlamps	O			O	O			
		bulb for lighting	O			O	O			
	consciousness	Clearance lamp	O		O		O	O	*	
	tail lamp	O	O	O	O	O	O	O	O*	
	parking lamp				O		O	O*		
	Rear reflector	O	O	O	O	O	O	O	O*	
	hazard warning lamp	O	O	O		O	O			
	emergency signal equipment									
	warning reflector									
	rear fog lamp	$\Delta$ OP	O	O		O	$\Delta$ OP			
	side marker & side reflector	O	O	O		O	O	* OP		
	large-sized rear reflex reflector									
	daytime running lamp				O	O		O		
	Glare prevention	Headlamp	O	O	O	O	O	O		
	Glare reduction in field of view					O		O*		
	Restriction on color of light, etc	O		O	O	O	O	O	O*	
	Transmission of information	Horn	O	O	O	**	O	O	O	
		Direction indicator lamp	O	O	O	O	O	O	O	
		stop lamp	O	O	O	O	O	O	O	
		Back-up lamp			O					
		speed indication device								
warning lamp										
Tachograph										
Driving characteristics	controllability	Maximum stable inclination angle	O							
		minimum ground clearance			O					
		Minimum turning radius			O			O		
		front wheel alignment								
	Tire	Tire	O		O	O	O	O*		
		Tire selection and rims			O	O		O	$\Delta$ OP	
		safety rim				O		O		
	Brake system	Light-alloy disc wheel	O		O					
		brake performance	O	O	O	O	O	O	O	
		brake hoses			O	O		O		
Brake fluid				O	O		O*			
Anti-lock brake system	O	O	O		O					
Accident avoidance measures	warning device	brake fluid leakage alarm				O		O*		
		Arrangement and identification of control devices	O	O	O	O	O	O*		
	control device	Axle control system	O		O	O	O	O		
		Speedometer	O		O	O	O	O	*	
	Driving environment	gear-shift control	O		O	O	O	O		
		driver's seat			O			O		
		Seat						O*		
		power window								
		heating systems								
	Arrangement of foot control	O		O	O	O	O	O		

Safety Control item		Example of concrete requirements	EU	Poland	Japan	U.S.A.	ECE	Australia	Thailand	
Injuries reduction measures	Occupant protection	occupant restraint device	Seat belts	O*	O	O*		O*	O*	
			Seat belt anchorage	O*					O*	
			belt							
			Air bag							
			child restraint					O*	O*	
		child restraint anchorage						O*		
		vehicle interior impact reduction	Impact absorbing steering wheel						O*	
			Instrument panel impact absorption						O*	
			Seat back impact absorption						O*	
			Head restraint						O*	
	Sun visor impact absorption							O*		
	arm rest impact absorption									
	interior compartment Door retention system							O*		
	interior fittings							O		
	vehicle body	vehicle body	impact reduction of inside rearview mirror						O*	
			seat anchorage strength						O*	
			Door retention system						O*	
			Steering control rearward displacement						O*	
			Frontal collision							
			Side collision							
			Side impact protection							O*
		Roof crash resistance								
		Safety glass	Behaviour of the structure of the impacted vehicle							
			Wind shield zone intrusion							
	safety glass		O*			O	O	O		
	Protection of vehicle from damage	Windshield mounting								
		Front and rear protective devices	O		O		O			
		rear underrun protection							O	
	Pedestrian protection	Front underrun protection	O						O	
		Impact reduction of outside rearview mirror	Impact reduction of outside rearview mirror							
Pedestrian protection side guard										
Protrusion from vehicle body										
Prevention of protruded rotating section										
fire Preventive measures	Prevention of fuel leakage in event of collision	Prevention of fuel leakage in event of collision								
		Flame-resistant interior materials								
		fire extinguisher								
		emergency exit								
prevention of crimes	Number plate lamps	Number plate lamps	O	O	O	O	O	O	O*	
		Locking device	O	O	O		O	O*		
		Parts marking								
others	Motor vehicle specifications, etc (Length, width, height, gross vehicle weight, axle weight, tandem axle weight and wheel load, ground-contact section and contact pressure)	O		O	O		O	O*		
Pollution control	Emission	CO	O	O	O	O	O	O*	O	
		HC	O	O	O	O	O	O*	O	
		oxides of nitrogen (NOx)	O	O	O			O*		
		Diesel smoke						O*		
		Evaporative emissions				O		O*		
		Blow-by gas	O		O	O	O	O*	O	
		Heat damage warning lamp								
	Noise	acceleration running noise level	O	O	O	**				
		steady running noise level	O		O	**	O	O		
		proximity noise level	O	O	O	**	O	O	O	
EMC	EMC	O	O	O						



# Attached Paper 3

Item subject to mutual regulation as a result of the adoption of ECE regulations

TRANS/WP.29/343/Rev.7/Amend.1

1999.7

  : EU countries(except IRL)

Adopt : O Not adopt: x

Agreement countries			ECE Regulation No.																				
		adopt	1	2	3	4	5	6	7	8	9	10	11	12	13	13H	14	15	16	17	18	19	20
1.	E1 Germany	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
2.	E2 France	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
3.	E3 Italy	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
4.	E4 Netherlands	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
5.	E5 Sweden	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
6.	E6 Belgium	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
7.	E7 Hungary	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
8.	E8 Czech republic	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
9.	E9 Spain	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
10.	E10 Yugoslavia	0	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	O	O	O
11.	E11 U.K.	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
12.	E12 Austria	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	x	O	O	O
13.	E13 Luxembourg	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
14.	E14 Switzerland	0	O	x	O	O	O	O	O	O	x	x	x	O	O	O	O	x	O	O	x	O	O
15.	E16 Norway	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
16.	E17 Finland	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
17.	E18 Denmark	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
18.	E19 Romania	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
19.	E20 Poland	0	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	x	O	O	x	O	O
20.	E21 Portugal	0	O	x	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
21.	E22 Russian	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
22.	E23 Greece	0	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	x	O	O	O	O	O
23.	E24 Ireland	0	O	x	O	O	O	O	O	O	x	O	O	O	O	x	O	x	x	O	O	O	O
24.	E25 Croatia	0	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O	O	O	O	O
25.	E26 Slovenia	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
26.	E27 Slovakia	0	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	x	O	O	O	O	O
27.	E28 Belarus	0	O	O	O	O	x	O	O	x	O	O	O	O	O	O	O	x	O	O	O	O	x
28.	E29 Estonia	0	x	x	O	O	O	O	O	x	x	O	O	O	O	O	O	x	O	O	O	O	x
29.	E31 Bosnia and Herzegovina	0	O	O	O	x	O	O	O	O	O	O	O	x	O	O	O	O	O	O	O	O	O
30.	E32 Latvia	0	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
31.	E37 Turkey	0	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	O	x	x	x	O
32.	E40 Macedonia	0	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
33.	E42 European Community	0	x	x	O	O	x	O	O	O	x	O	O	O	O	x	O	x	O	O	O	O	O
34.	E43 Japan	0	x	x	O	x	x	x	O	x	x	x	x	x	x	O	x	x	x	x	x	O	x
35.																							
ECE Regulation No.			1	2	3	4	5	6	7	8	9	10	11	12	13	13H	14	15	16	17	18	19	20
adopt countries			28	25	31	29	27	30	31	28	16	29	29	26	30	29	30	4	30	29	28	31	29

: EU countries(except IRL)

Adopt :O Not adopt: ×

Agreement countries		ECE Regulation No.																			
		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
1.	E1 Germany	O	O	O	O	O	O	O	O	O	O	×	×	O	O	×	O	O	O	O	
2.	E2 France	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
3.	E3 Italy	O	O	O	O	O	O	O	O	O	O	O	O	O	×	×	O	O	O	O	
4.	E4 Netherlands	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	
5.	E5 Sweden	O	O	O	O	O	O	O	×	O	O	O	O	O	×	×	O	O	O	×	
6.	E6 Belgium	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	
7.	E7 Hungary	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
8.	E8 Czech republic	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	
9.	E9 Spain	O	O	O	O	O	O	O	×	O	O	×	×	O	O	O	O	O	O	O	
10.	E10 Yugoslavia	O	O	O	O	O	×	O	×	O	×	×	×	×	O	×	O	O	O	O	
11.	E11 U.K.	O	×	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	
12.	E12 Austria	×	O	O	O	O	O	O	×	O	O	×	×	O	×	×	O	O	O	×	
13.	E13 Luxembourg	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
14.	E14 Switzerland	O	O	O	O	×	O	O	O	O	O	O	O	×	×	×	O	O	×	×	
15.	E16 Norway	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	
16.	E17 Finland	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
17.	E18 Denmark	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	×	
18.	E19 Romania	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
19.	E20 Poland	×	O	O	O	×	×	O	O	O	O	×	×	×	×	×	O	O	×	O	
20.	E21 portugal	×	×	O	O	O	O	O	×	O	O	×	×	O	×	×	O	O	O	×	
21.	E22 Russian	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
22.	E23 Greece	O	O	O	O	O	O	O	×	O	O	×	×	O	×	×	O	O	O	×	
23.	E24 Ireland	O	O	O	O	O	O	O	×	O	O	×	×	O	×	×	O	O	O	×	
24.	E25 Croatia	O	O	O	O	O	×	O	×	O	×	×	×	×	O	×	O	O	O	O	
25.	E26 Slovenia	O	O	O	O	O	O	O	×	O	×	×	×	O	O	O	O	O	O	O	
26.	E27 Slovakia	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
27.	E28 Belarus	×	×	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	
28.	E29 Estonia	O	O	O	O	O	O	O	×	O	O	×	×	O	×	O	O	O	O	O	
29.	E31 Bosnia and herzegovina	O	O	O	O	O	×	O	×	O	×	×	×	O	×	O	O	O	O	O	
30.	E32 Latvia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	
31.	E37 Turkey	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	
32.	E40 Macedonia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	
33.	E42 European Community	O	O	O	O	×	O	O	O	×	O	O	×	×	O	×	O	O	O	×	
34.	E43 Japan	×	×	×	×	×	×	O	×	×	×	×	×	×	×	×	×	×	×	×	
35.																					
ECE Regulation No.		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
adopt countries		26	27	30	30	28	28	27	32	18	31	23	17	17	25	20	13	30	30	28	22

: EU countries(except IRL)

Adopt : O Not adopt: >

Agreement countries		ECE Regulation No.																			
		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
1.	E1 Germany	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O
2.	E2 France	×	×	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O
3.	E3 Italy	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O
4.	E4 Netherlands	×	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O
5.	E5 Sweden	×	O	O	O	O	O	×	O	O	O	O	×	O	O	×	O	O	O	O	O
6.	E6 Belgium	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
7.	E7 Hungary	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
8.	E8 Czech republic	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
9.	E9 Spain	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O
10.	E10 Yugoslavia	O	×	O	×	×	×	O	O	O	O	O	×	O	O	O	O	O	O	O	×
11.	E11 U.K.	×	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
12.	E12 Austria	×	×	O	O	O	O	×	O	O	O	O	×	O	O	×	O	O	O	O	O
13.	E13 Luxembourg	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
14.	E14 Switzerland	×	×	×	O	×	×	×	×	O	O	×	×	×	O	O	O	O	O	×	×
15.	E16 Norway	O	O	O	O	O	O	O	O	O	O	O	×	O	O	×	O	O	O	O	O
16.	E17 Finland	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
17.	E18 Denmark	×	O	O	O	O	O	×	O	O	O	O	×	O	O	×	O	O	O	O	O
18.	E19 Romania	O	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
19.	E20 Poland	O	O	O	×	×	O	O	O	O	×	O	×	O	O	O	×	×	O	O	×
20.	E21 Portugal	×	×	O	O	O	O	×	O	O	O	O	×	O	O	×	O	O	O	O	O
21.	E22 Russian	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
22.	E23 Greece	O	×	O	O	O	O	×	O	O	O	O	×	O	O	O	O	O	O	O	O
23.	E24 Ireland	×	×	O	O	O	O	×	O	O	O	O	×	O	O	×	O	O	O	O	O
24.	E25 Croatia	O	×	O	×	×	×	O	O	O	O	O	×	O	O	O	O	O	O	×	×
25.	E26 Slovenia	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×
26.	E27 Slovakia	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
27.	E28 Belarus	O	O	O	×	×	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O
28.	E29 Estonia	×	×	O	O	O	O	×	O	O	O	O	×	O	O	×	×	×	O	O	O
29.	E31 Bosnia and Herzegovina	O	×	O	×	×	×	O	O	O	O	×	O	O	O	O	O	O	O	×	×
30.	E32 Latvia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
31.	E37 Turkey	×	×	×	×	×	×	×	O	×	×	×	×	×	O	×	×	×	×	×	×
32.	E40 Macedonia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
33.	E42 European Community	×	×	O	O	×	O	×	O	O	O	O	×	O	O	×	O	O	O	O	×
34.	E43 Japan	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
35.																					
ECE Regulation No.		41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
adopt countries		19	17	29	24	22	26	20	30	30	29	29	15	28	31	20	28	28	30	27	23

: EU countries(except IRL)

Adopt : O Not adopt: ×

Agreement countries		ECE Regulation No.																			
		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
1.	E1 Germany	O	O	×	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O
2.	E2 France	O	O	O	O	O	O	×	O	O	O	O	O	O	O	×	O	O	O	O	O
3.	E3 Italy	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O
4.	E4 Netherlands	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
5.	E5 Sweden	O	O	×	O	O	O	×	×	O	O	O	O	O	O	O	O	O	O	O	O
6.	E6 Belgium	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
7.	E7 Hungary	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
8.	E8 Czech republic	O	O	O	O	O	O	×	O	O	O	×	O	O	O	×	×	O	O	O	O
9.	E9 Spain	×	O	×	O	O	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
10.	E10 Yugoslavia	×	×	O	×	×	×	×	O	O	O	×	×	O	×	×	×	×	O	×	×
11.	E11 U.K.	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
12.	E12 Austria	×	O	×	O	×	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
13.	E13 Luxembourg	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
14.	E14 Switzerland	×	×	×	×	O	O	×	×	O	O	×	O	O	×	×	O	O	×	O	×
15.	E16 Norway	×	O	O	O	O	O	×	O	O	O	O	O	O	O	×	O	O	O	O	O
16.	E17 Finland	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
17.	E18 Denmark	×	O	×	O	×	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
18.	E19 Romania	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
19.	E20 Poland	×	×	O	×	×	×	O	×	×	×	O	×	×	×	×	×	×	O	×	×
20.	E21 Portugal	×	O	×	O	×	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
21.	E22 Russian	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O	O
22.	E23 Greece	×	O	×	O	×	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
23.	E24 Ireland	×	O	×	O	×	O	×	×	O	O	O	O	O	O	×	O	O	O	O	O
24.	E25 Croatia	×	×	O	×	×	×	×	×	O	O	×	×	×	×	×	×	×	O	×	×
25.	E26 Slovenia	×	×	O	O	O	O	×	O	O	×	O	O	O	O	O	O	O	O	O	×
26.	E27 Slovakia	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
27.	E28 Belarus	O	O	O	×	×	×	O	O	×	×	O	×	O	O	×	×	O	O	O	O
28.	E29 Estonia	O	O	O	O	×	O	×	×	O	O	×	×	O	×	O	×	O	O	O	O
29.	E31 Bosnia and Herzegovina	×	×	O	×	×	×	×	O	O	O	×	×	×	×	×	×	×	O	×	×
30.	E32 Latvia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
31.	E37 Turkey	×	×	×	×	×	×	×	O	O	×	×	×	×	O	×	×	×	×	×	×
32.	E40 Macedonia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
33.	E42 European Community	×	O	×	O	×	O	×	×	O	×	O	O	O	O	×	O	O	O	O	O
34.	E43 Japan	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
35.																					
ECE Regulation No.		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
adopt countries		16	24	18	24	18	25	14	15	29	28	24	23	27	24	25	13	25	29	26	24

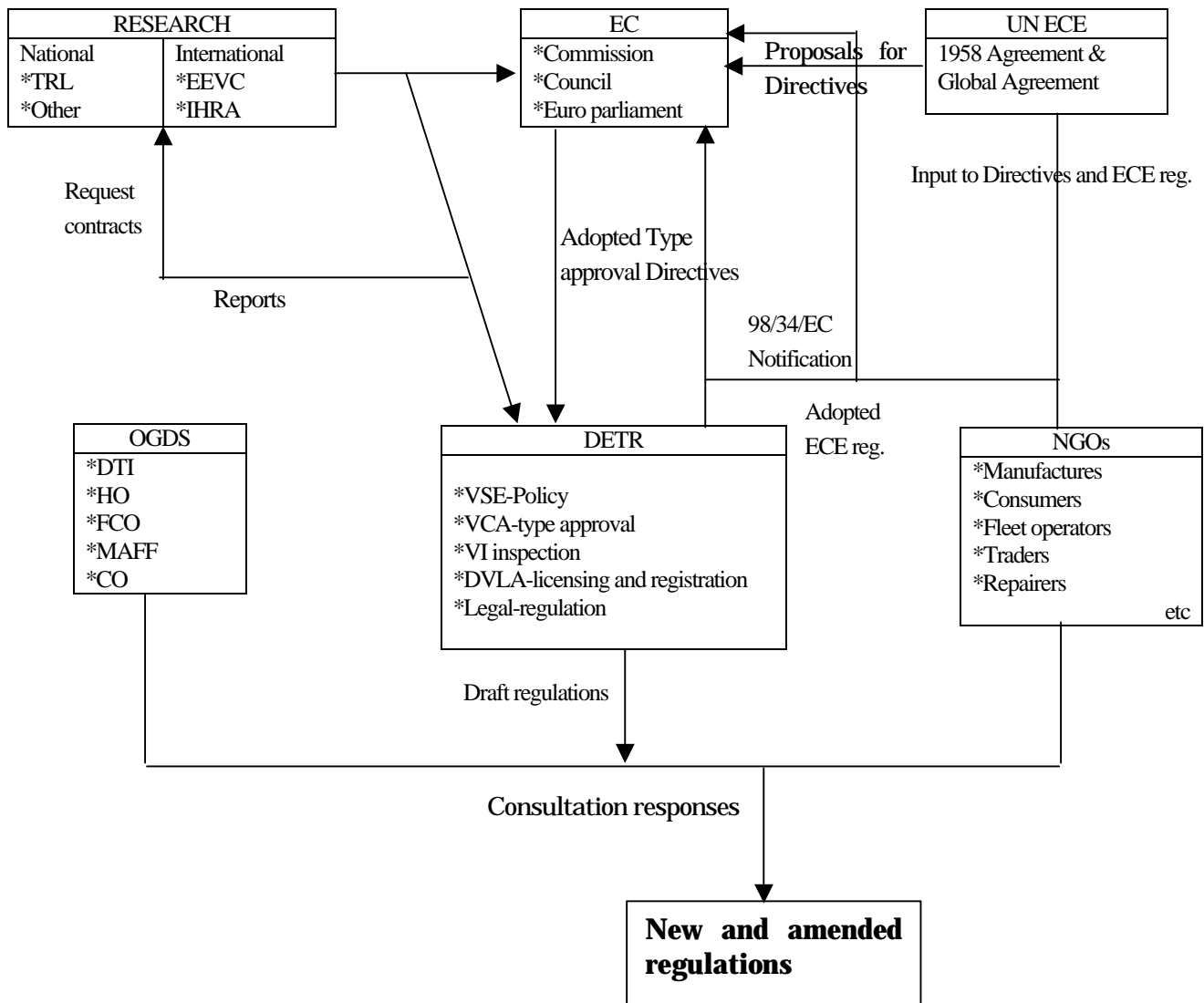
: EU countries(except IRL)

Adopt : O Not adop

Agreement countries		ECE Regulation No.																			
		81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1.	E1 Germany	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O
2.	E2 France	O	O	O	O	O	O	O	×	O	O	O	×	O	O	O	O	O	O	O	O
3.	E3 Italy	O	O	O	O	O	O	O	×	O	O	O	O	O	×	O	O	O	O	O	O
4.	E4 Netherlands	O	O	O	O	O	O	O	O	O	O	O	×	O	×	×	O	O	O	O	O
5.	E5 Sweden	O	O	O	×	O	O	O	O	O	O	O	×	O	×	×	O	O	O	O	O
6.	E6 Belgium	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
7.	E7 Hungary	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
8.	E8 republic	O	×	O	×	O	O	×	×	O	O	O	O	O	O	O	O	O	O	O	O
9.	E9 Spain	O	O	O	O	O	O	O	×	O	O	O	O	O	×	×	O	O	O	O	O
10.	E10 Yugoslavia	×	×	O	O	O	×	×	×	×	×	×	×	×	×	×	×	×	×	×	O
11.	E11 U.K.	O	O	O	O	O	O	O	×	O	O	O	×	O	O	O	O	O	O	O	O
12.	E12 Austria	O	O	O	O	O	O	O	×	O	O	O	×	O	×	×	O	O	O	O	O
13.	E13 Luxembourg	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
14.	E14 Switzerland	×	O	O	O	O	×	×	O	×	×	O	×	×	×	×	×	×	×	×	O
15.	E16 Norway	O	O	O	O	O	O	O	O	O	O	O	×	O	×	×	O	O	O	O	O
16.	E17 Finland	O	O	O	O	O	O	O	O	O	O	O	O	O	O	×	O	O	O	O	O
17.	E18 Denmark	O	O	O	×	O	O	O	O	O	O	O	×	O	×	×	O	O	O	O	O
18.	E19 Romania	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O
19.	E20 Poland	×	×	O	O	O	×	O	×	×	×	×	×	×	×	×	×	×	×	×	O
20.	E21 portugal	O	O	O	×	O	O	O	×	O	O	O	×	O	×	×	O	O	O	O	O
21.	E22 Russian	O	O	O	O	O	O	O	×	O	O	O	O	O	O	O	O	O	O	O	O
22.	E23 Greece	O	O	O	O	O	O	O	×	O	O	O	×	O	×	×	O	O	O	O	O
23.	E24 Ireland	O	O	O	×	O	O	O	×	O	O	O	×	O	×	×	O	O	O	O	O
24.	E25 Croatia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	O
25.	E26 Slovenia	O	O	O	O	O	×	O	×	O	O	O	O	×	O	O	O	×	×	×	O
26.	E27 Slovakia	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
27.	E28 Belarus	O	O	O	×	×	O	×	×	×	×	×	×	×	×	×	×	×	×	×	O
28.	E29 Estonia	O	×	O	×	O	×	O	×	O	O	O	×	O	O	O	×	O	O	O	O
29.	E31 Bosnia and herzegovina	×	×	O	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
30.	E32 Latvia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
31.	E37 Turkey	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
32.	E40 Macedonia	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
33.	E42 European Community	O	O	O	×	×	O	O	×	O	O	O	×	O	×	×	O	O	O	O	O
34.	E43 Japan	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
35.																					
ECE Regulation No.		81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
adopt countries		25	24	29	20	26	23	24	11	24	24	25	11	23	13	13	23	23	23	23	29



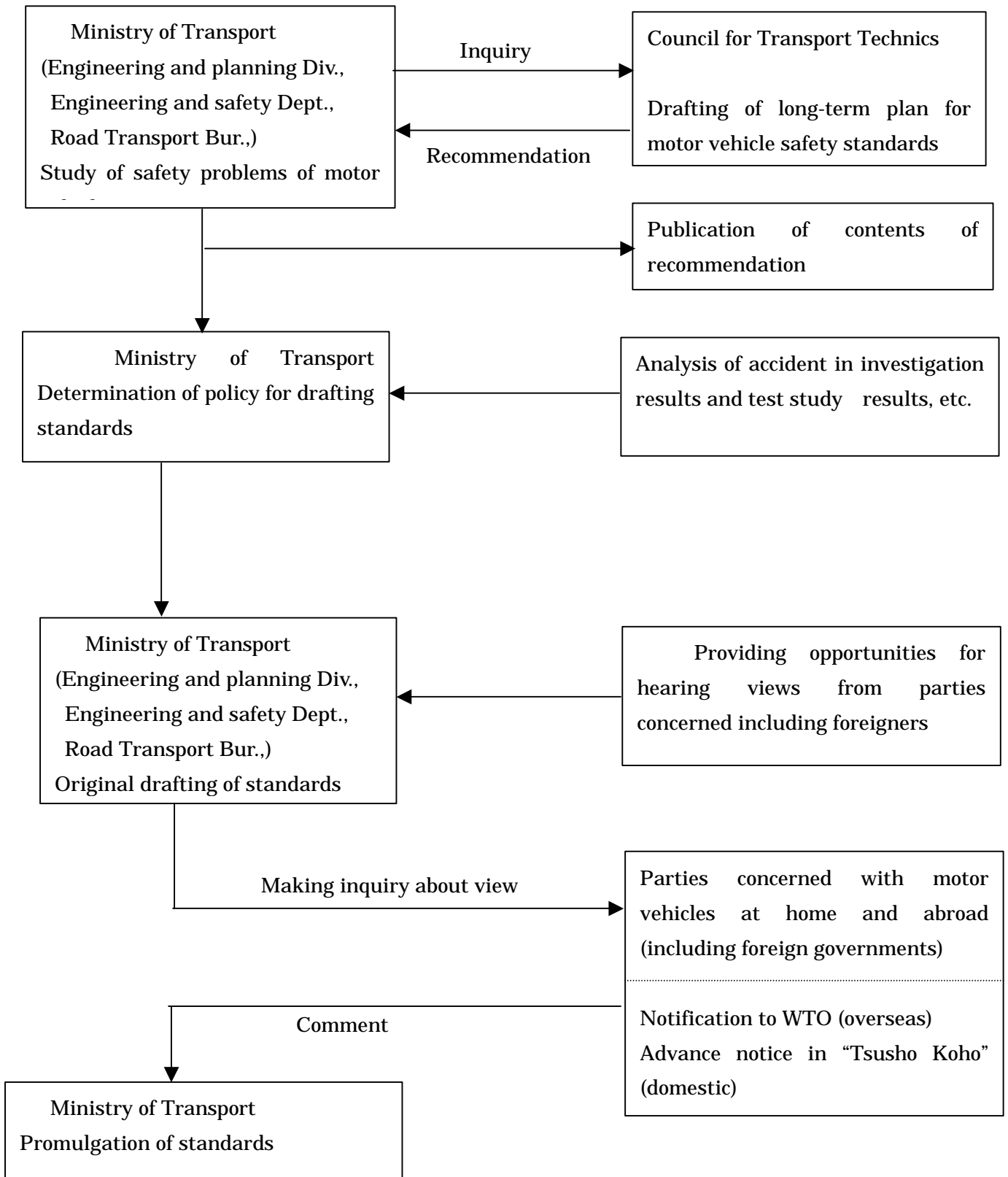
## Establishment or revision of a safety law / regulation in UK



**KEY**

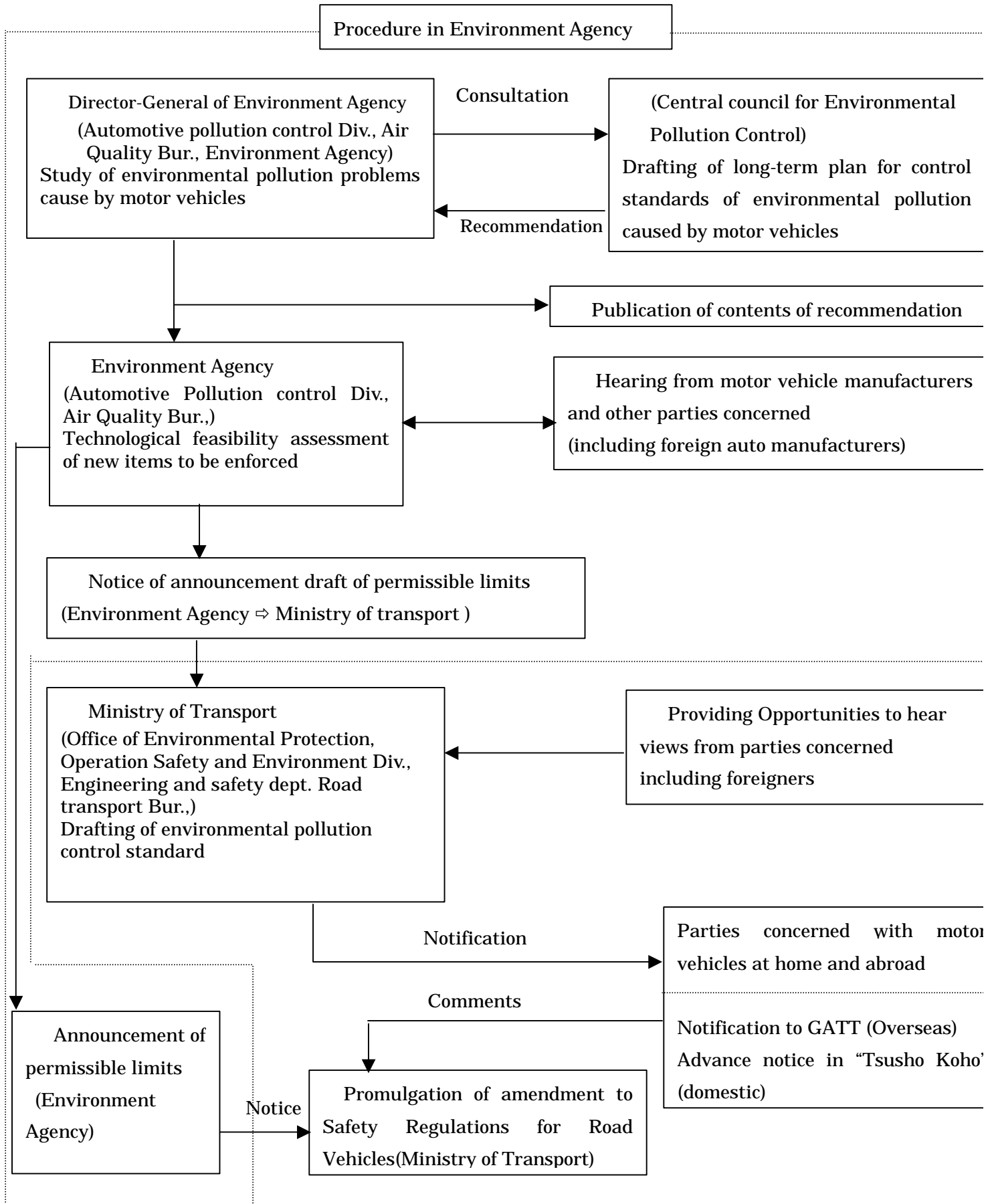
TRL: Transport Research Lab  
 EEVC: European Enhanced Vehicle Committee  
 IHRA: International Harmonies Research Agenda  
 DTI: Dept of Trade & Industry  
 HO: Home Office  
 FCO: Foreign & Commonwealth Office  
 MAPP: Min. of Agriculture, Fisheries & Food  
 CO: Cabinet Office  
 VSE: Vehicle Standards & Engineering  
 VCA: Vehicle Certification Agency  
 VI: Vehicle Inspectorate  
 DVLA: Driver-vehicle Licensing Agency  
 OGDS: Other Government Department  
 DETR: Department of the Environment. Transport & the Regions  
 NGOs: Non-Government Organization

**[Flow chart of procedure for establishment and amendment to motor vehicle safety standards]**

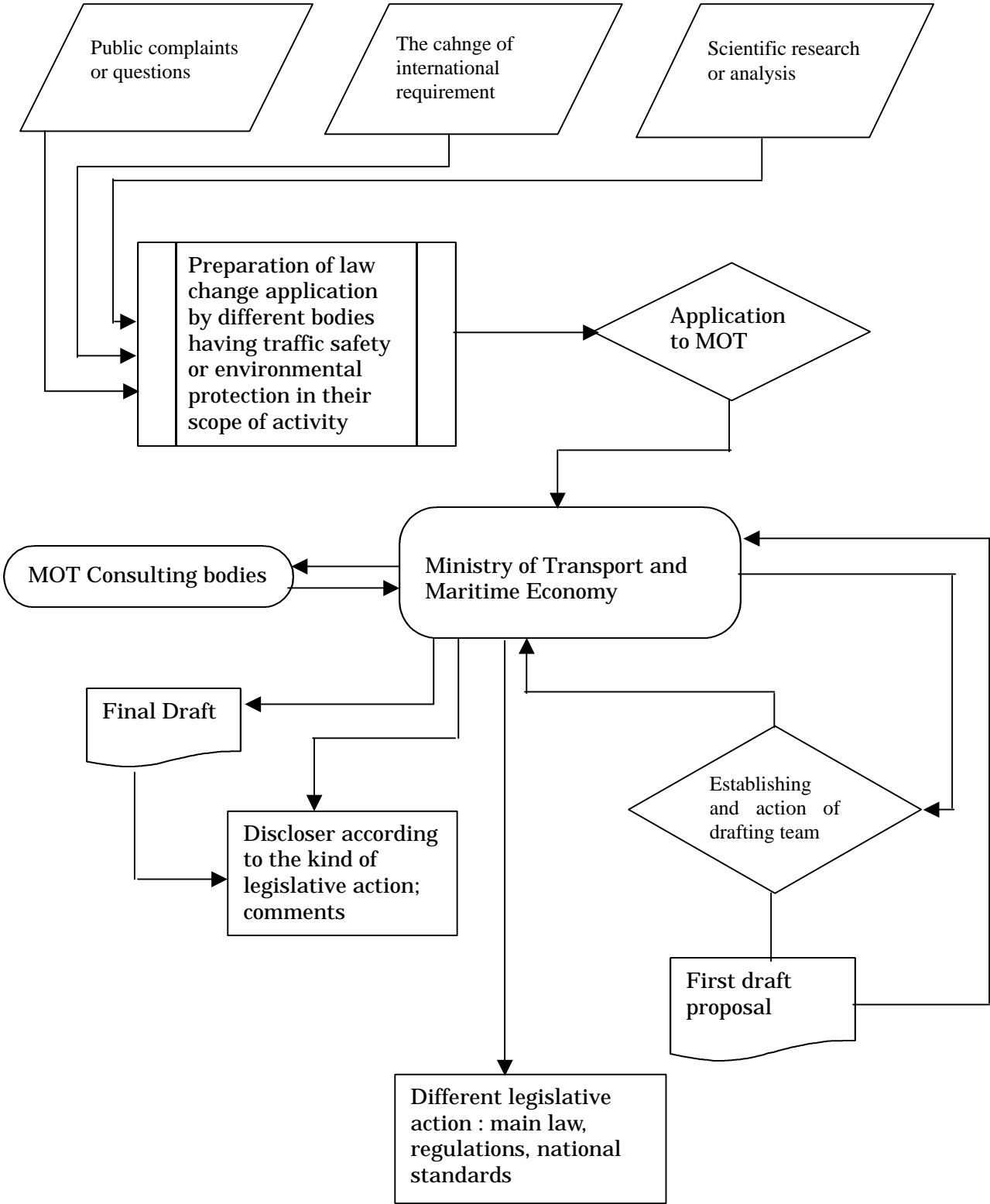


(Note) WTO: World Trade Organization

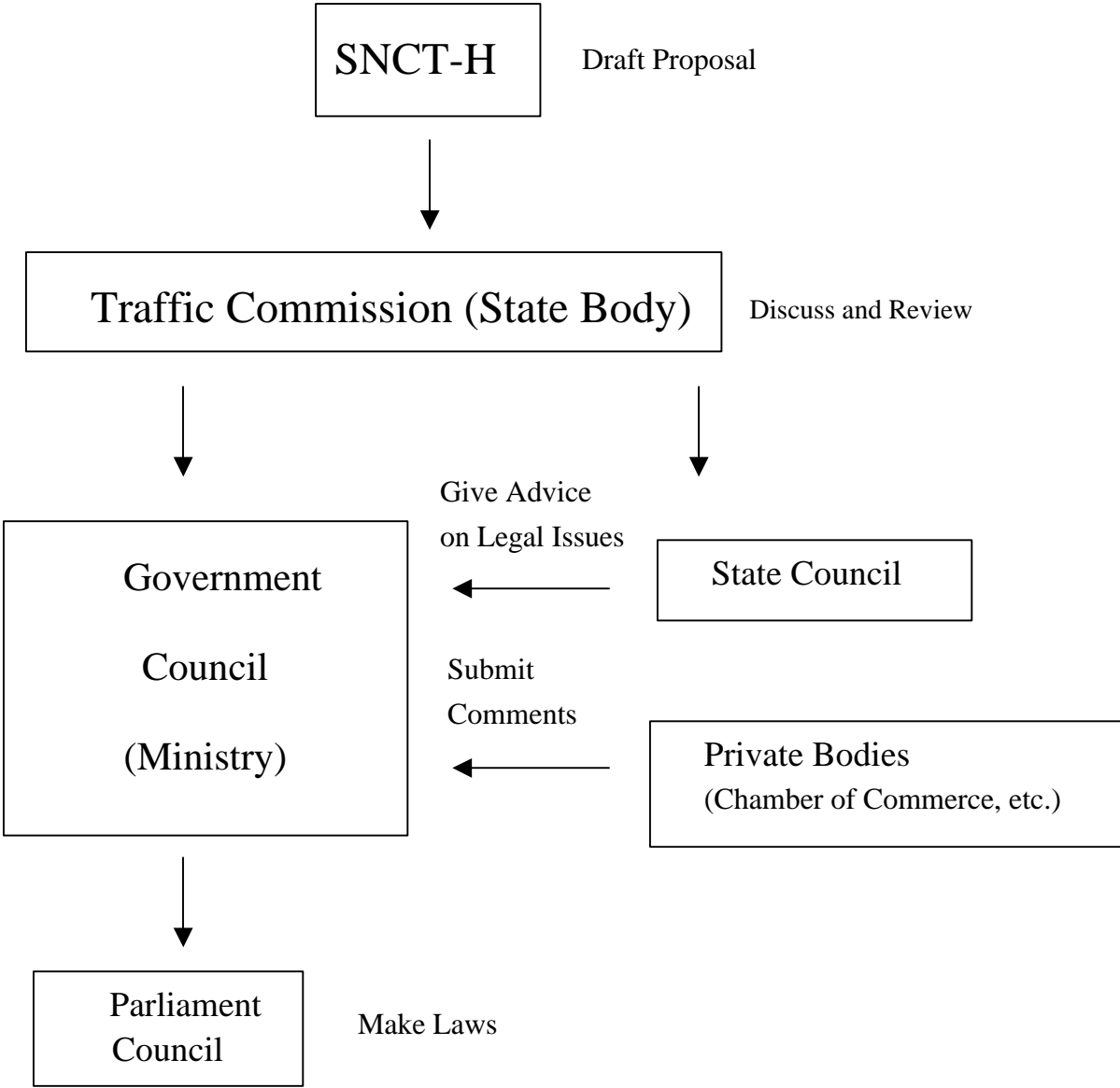
Fig. 2-4 Flow Chart of Procedure for Establishment and Amendment to Standards for Motor Vehicle Environmental Pollution Control



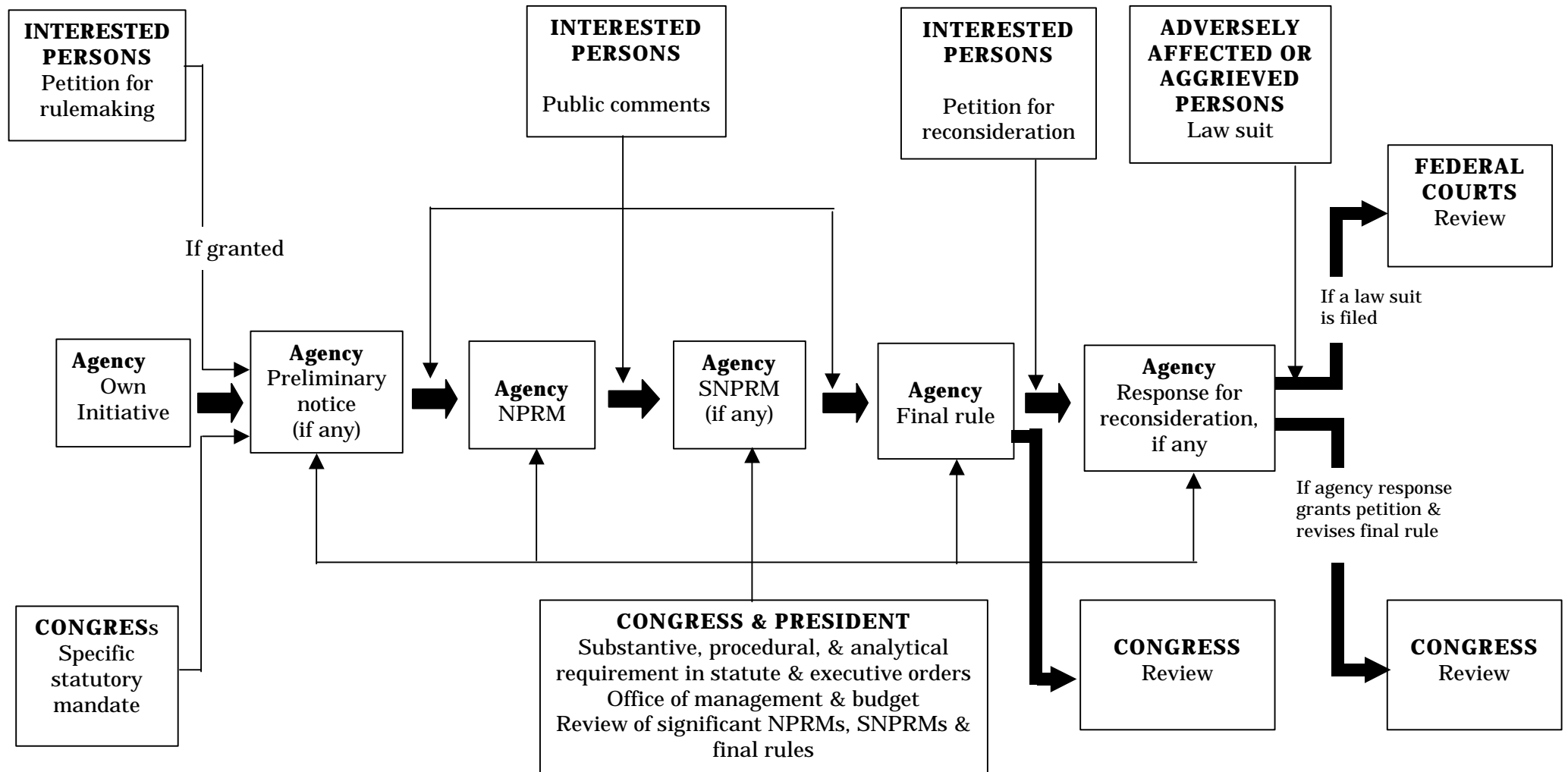
**Establishment or revision of a safety law / regulation in Poland**



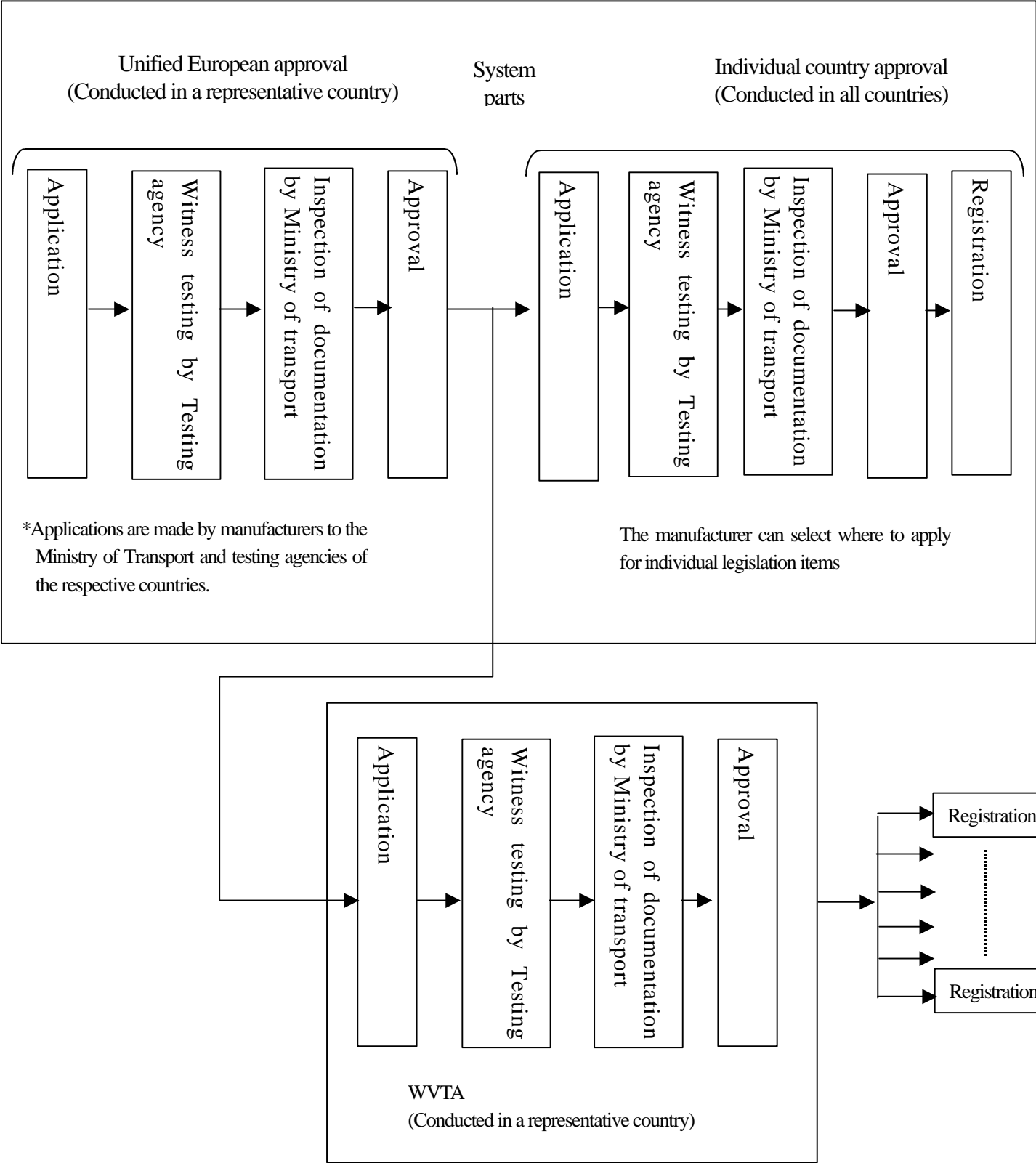
# Law/Regulation Making Process in Luxemburg



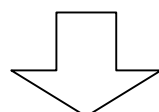
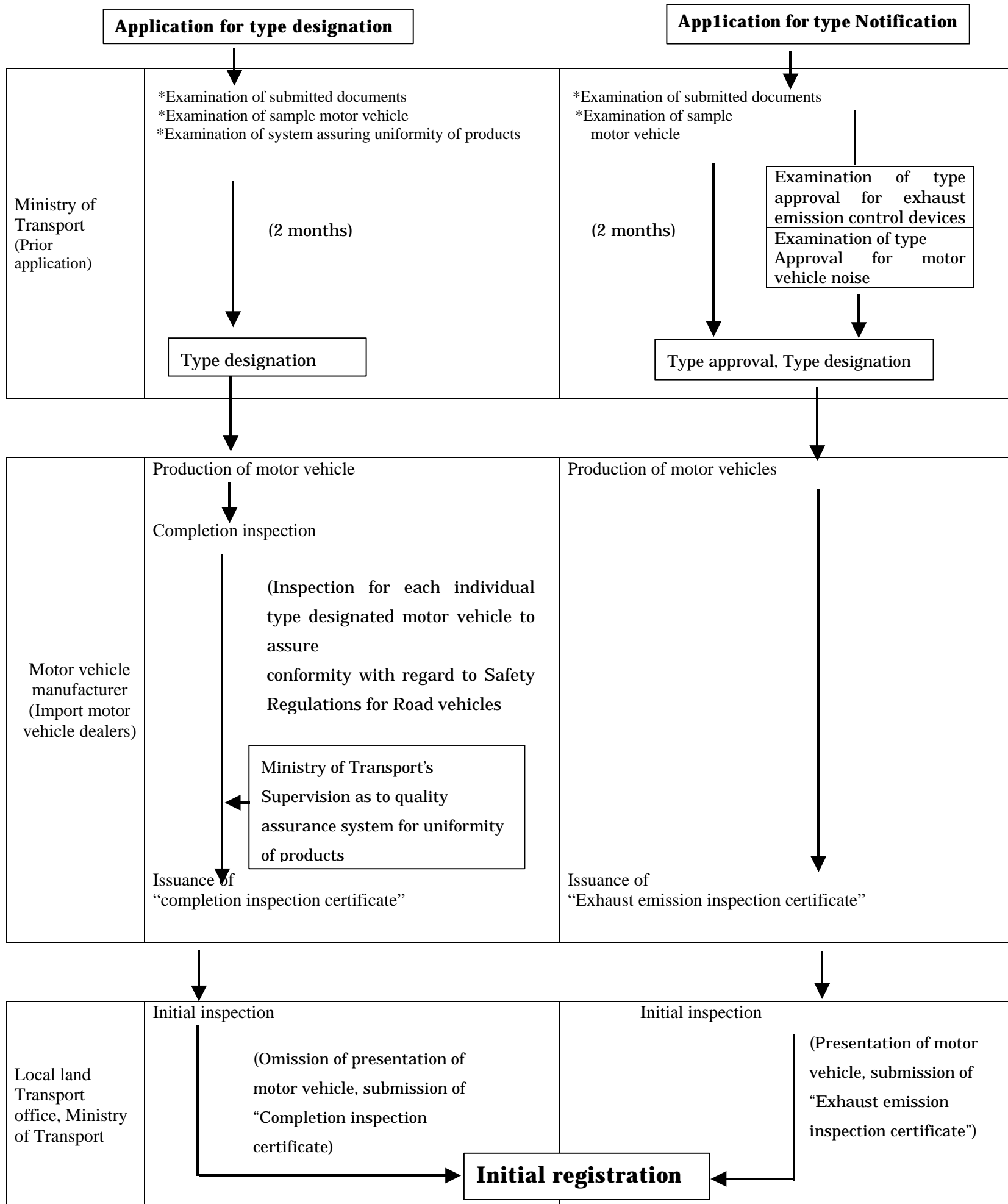
## Notice and Comment (Informal) Rulemaking Procedures of U.S Regulatory Agencies



# Method of Approval

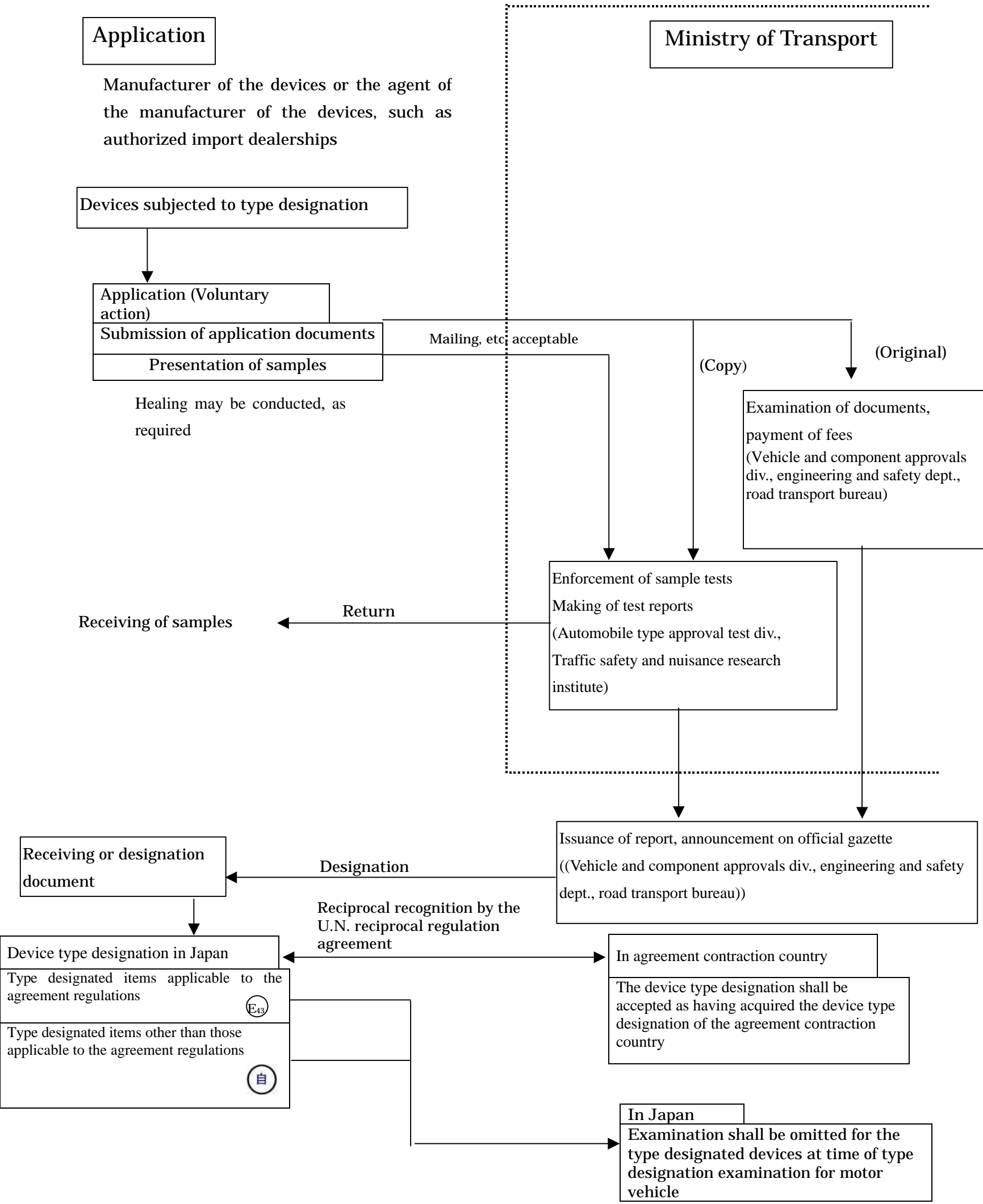


( Flow of Procedures from Examination to Inspection and Registration of Motor Vehicles)

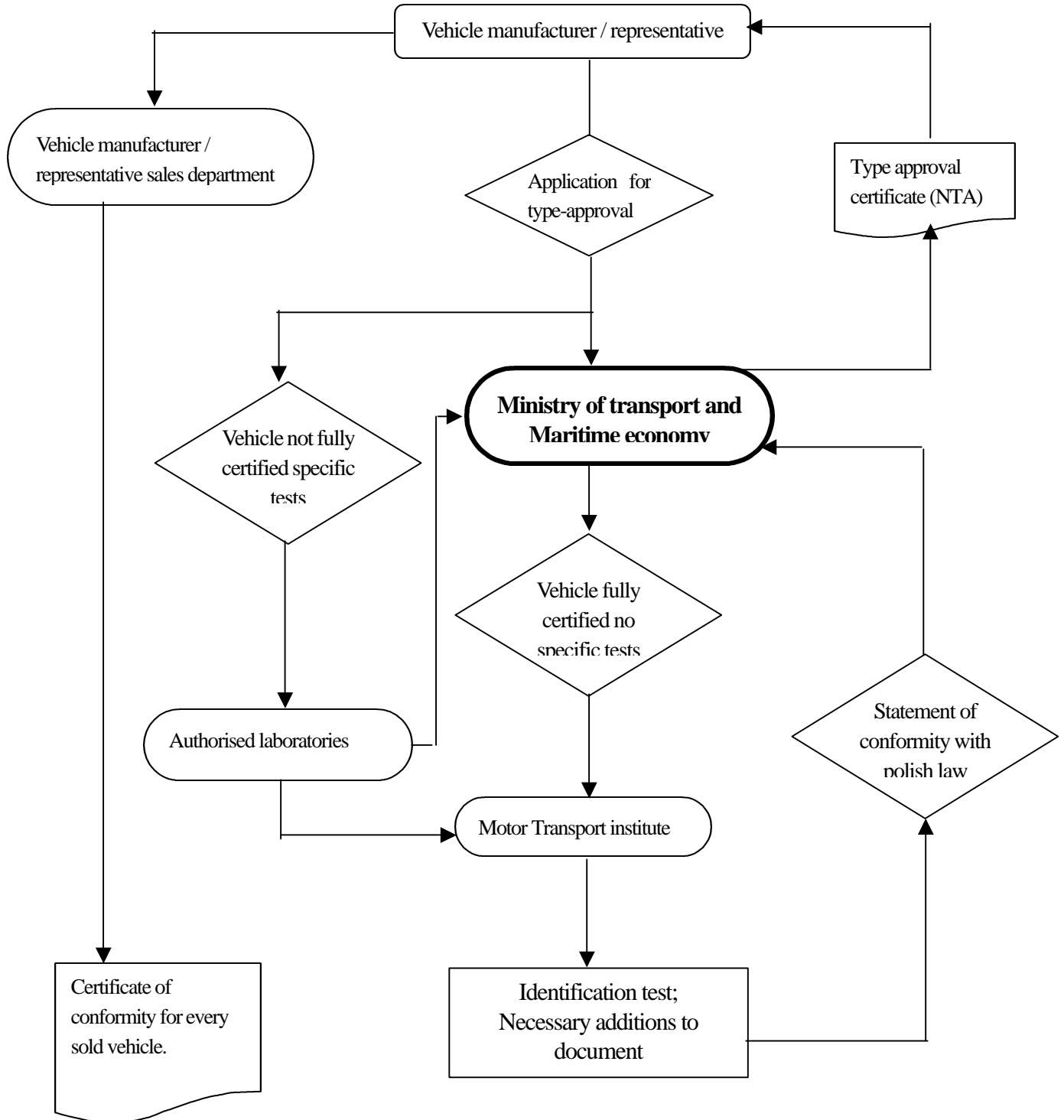


**Permit of operation on road**

**Proceedings if Device Type Designation**



### General flow chart of type-approval procedure



**Necessary Documents for Vehicle Certification**

Necessary documents for vehicle certification	Japan	EU	Australia	Thailand (LTD) -Vehicle-	Thailand (TISI) -Parts-
Vehicle Specifications Table	Required	Not required	Required	Required	Not required
Test Reports	Required (Test Reports are made by Technical Services)	Required (Test Reports are made by Technical Services)	Required (Submitted as Summary of Evidence Report)	Required (R85, start on 1 July 1999)	Required (Test Reports are made by Technical Services)
Test Selection	Required (Negotiations between Technical Services and Manufacturers)	Required (Negotiations between Technical Services and Manufacturers)	Required	Not required	Required (negotiations between Technical Services and Manufacturers)
ECE Approvals	Some ECE Approvals are accepted	Some ECE Approvals are accepted	Some ECE Approvals are accepted	Not required	Not required
Quality Assurance System	Required	ISO Quality Assurance System is accepted.	COP is conducted separately.	Not required	Required

1. Guidelines for Technical Regulations

Items	Sub-items	Thailand	Guidelines
Safety  Law/Regulation system	1. Name of laws/ regulations (related law/regulation)	Law Technical Regulations	Land Transport Act (buses and trucks) / Motor Vehicle Act (pasenger cars and motor cycles) / Industrial Product Standard Act, Ministerial Regulations
	2. List of technical regulations		Attached Paper 1
	3. Contents of laws/ regulations		Attached Paper 2
	4. Structure of laws/ regulations		Two frameworks of Laws (Land Transport Act / Motor Vehicle Act versus Industrial Product Standard Act) coexist.( Attached Paper 2)
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		No difference.
	6. The number of adopted ECE regulations		LTD:One (ECE85), eleven regulations(ECE 11,13,14,16,30,43,48,54,58,64,73) are planned to be submitted to Cabinet for deliberation by the end of 2000. TISI:None (7 ECE regulations are adopted as TIS voluntary standards).
	7. How to incorporate ECE Regulations into domestic law or regulations	Option / replacement	Replacement
		Language	LTD: ECE Regulations are translated into Thai. TISI: The voluntary TISs are written in English. However, when they are made compulsory they have to be translated into Thai.
Adopt the latest versions			
8. Jurisdictional government office/ departments		Land Transport Department, Ministry of Transport and Communications / Thai Industrial Standards Institute, Ministry of Industry	
Environmental  Law/Regulation system	1. Name of law/regulations (related law/ regulations)	Law Technical Regulations	Enhancement and Conservation of National Environmental Quality Act / Industrial Protect Standard Act / Land Transport Act / Motor Vehicle Act / Ministerial Regulations
	2. List of technical regulations		Attached Paper 1
	3. Contents of laws/ regulations	Law Technical Regulations	Attached Paper 2
	4. Structure of laws/ regulations		Attached Paper 2
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles		No difference.
	6. The number of ECE Regulations adopted		Technical regulations for Light-Duty Gasoline Vehicles, Light-Duty Diesel Vehicles, Heavy-Duty Diesel Vehicles and Two-wheeled Vehicles are harmonized with ECE regulations.
	7. How to incorporate ECE regulations into domestic law or regulations	Option / replacement	Replacemnet
		Language	ECE Regulations are translated into Thai.
Adopt the latest versions			
8. Jurisdictional government office/ departments		Land Transport Department, Ministry of Transport and Communications / Thai Industrial Standards Institute, Ministry of Industry / Ministry of Science, Technology and Environment	

(1) Adoption of internationally harmonized regulations.  
 -Adoption internationally harmonized regulations such as ECE Regulations or global technical regulations, etc. (Vehicle categories should be also harmonized.)  
 (It is difficult to adopt ECE Regulations or global technical regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements can be exempted.)  
 -Regulations on a subject directly reference an internationally harmonized regulation.  
 -Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when ECE Regulations are adopted as domestic regulations.  
 -Where necessary, the internationally harmonized regulation is made available in the local language.  
 -Only in the case of there being no internationally harmonized technical regulations to address the identified need, a unique local regulation is to be considered. Any unique local regulation is clearly identified and transparent. It is highly recommended that the said unique local regulations are discussed at WP29 to become harmonized international regulations.  
 -When it is impossible to replace the existing local regulations, ECE Regulations or global technical regulations can be adopted as alternative regulations.

(2) Application of regulations is fair.  
 -There is no difference in technical requirements between domestically produced vehicles and imported vehicles.  
 -There is no difference in technical requirements between vehicle production and vehicle registration.

(3) Regulations are systematic and easy to understand.  
 -The sole regulation is covers application date, scope, definition, technical requirements, testing equipment, etc.  
 -Upper/lower conception of law/regulation is clear.

(4) Regulations have performance-based technical requirements which enable objective judgements on pass or fail.  
 -Technical requirements are quantitative, and tests are repeatable.

(5) Distinguish law/regulations an standards clearly.  
 -Law/regulations are made compulsory by social requests, whereas standards are voluntary.

Attachment 4: Specific Guidelines for Thailand

Items	Sub-items	Thailand		Guideline	
Flow of Rule-making	1. Flow chart of laws/ regulations making process	Attached Paper 8		Flow of law/ regulations making process is clear.	
	2. Assessment of the current situation				
	1) Investigation and analysis of traffic accidents Name of organization	National Police Bureau, Office of Prime Minister / LTD		Economies countinuously monitor their own road safety and atmospheric situation. Use road safety amd quality data in the process of adopting internationally harmonized technical regulations.	
	2) Execution of ambient air monitoring Name of organization	Pollution Control Department			
	3) Understanding of international movements (participation in international conferences/ Use of research companies)	LTD: Participate in APEC, ASEAN meetings, etc. TISI: Participation in WP29, ISO meetings, etc.		<b>Regularly participate in WP29 and only selected important GR subcommittees.</b> Share the information obtained with relevant government departments and industries.	
	3. Formulate policy on rule-making				
	Policy formulation body	Governmental body	LTD, TISI, PCD (environment issues only)		Rulemaking policy is formulated through a consulting process with scholars and men of experience, users and industries.
		Advisory body			
		Consulting Institution			
	4. Make technical regulations drafts and solicit comments			In making drafts of technical regulations the following aspects are allowed for.	
	1) Testing and research			Make good use of information or utilize research institutes in other countries if it is dufficult to set up research institutes or laboratories in Thailand.	
	2) Government office to make regulations drafts	LTD, TISI, PCD (environment issues only)		The defined government office responsible for vehicle administration makes regulations drafts (or incooperation with other related offices/ organizations).	
	3) The number of staff involved in draft making	LTD: 15 persons	TISI: 11 persons	Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	LTD: B-grade engineers	TISI: None	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	LTD: There is no system to receive comments.However, comments are solicited at least one time per regulation. TISI: Comments are solicited when TIS is drafted.)		Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	LTD: There is no system to hold public hearings. TISI: Public hearing is held only when comments are submitted.			
	5. Establishment of regulations			In finalizing technical regulations the following aspects are allowed for.	
	1) Government office to finalize and issue regulations	LTD, TISI		The defined government office responsible for vehicle administration finalize regulations (or incooperation with other related offices/ organizations).	
	2) The number of staff involved in finalizing regulations	LTD: 15 persons	TISI: 11 persons	Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	LTD: B-grade engineers	TISI: None	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	LTD: Official gazzette, Press, Intenet	TISI: Hard copies, Intenet, Press	Announce the final regulations through the official media such as the official gazette.	
	6.Evaluation of effects of new regulations			It is desirable to review the effects of new regulations regularly by professional institutes.	
	1) Existence or lack of system for evaluating effects of new regulations	LTD: Exist	TISI: Not exist		
2) Outline of the existing system	LTD: Comments from road users, transport operators				

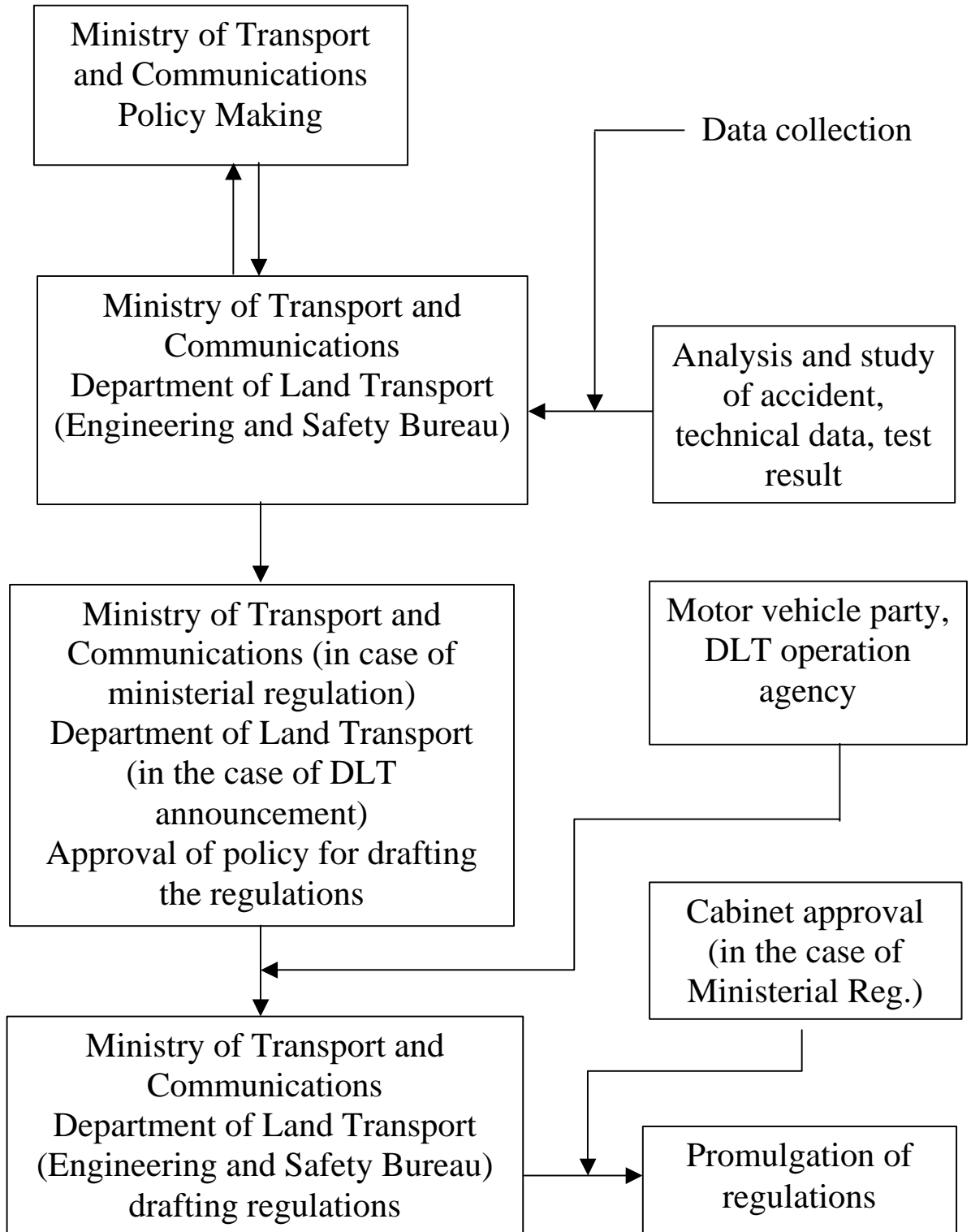
## 2. Guidelines for Certification System

Item	Sub-item	Thailand	Guidelines	
Certification system	1. Certification body	Governmental certification	Systematic certification systems including parts certification, system certification (ECE certification system), and vehicle type approval (NTA) are established within jurisdiction of the sole government office in conjunction with vehicle registration.	
	2. Certification type	System certification	Exist(TISI)	
		Parts certification	Exist(TISI)	
	3. Mutual recognition agreement	Vehicle type approval	Exist: Buses and Trucks(LTD)	
Exist or not		Exist	Join 1958 Agreement and all ECE Regulations are subject to mutual recognition agreement.	
4. Certification flow chart	The name of MRA	Mutual recognition agreement between TISI and FORS		
Certification Framework (legal system)	1. Name of regulation	Attached Paper 9	Certification flow is clear.	
	2. Jurisdictional government office	Land Transport Act / Motor Vehicle Act / Industrial Product Standard Act		
		Make regulations	LTD, TISI, PCD	Certification procedures are managed within jurisdiction of the sole government office.
	3. Mandatory system/ parts certification items	Examine application documents	LTD, TISI	
Inspect sample vehicles		LTD	Adopt ECE Regulations for system and parts.	
4. Approval body		Exhaust emission, Glasses, Seat belts		
Certification procedure and management	1. Certification test	LTD, TISI		
		Government lab	LTD	Where relevant laboratories exist in an economy the first priority is to ensure and maintain their competence for international certification purposes.
		3rd party lab	TAI(Thai Automotive Institute) Lab. (Exhaust emissions)	Where there are no appropriate laboratories, alternatives are to use laboratories in other economies or accept manufacturers' own certification testing.
	Foreign lab	accept if reliable		
Accept manufacturers' test reports	accept if reliable	TISI: accept manufacturers' test reports on safety standards.		
2. Certification documents		required	Documents which verify the vehicle's compliance with relevant safety and environment regulations such as ECE approvals, manufacturers' test reports, related technical information (including vehicle specifications), etc..	
3. Approval period only for processing application documents		LTD: 43 days (at maximum) TISI: 8 weeks	Establish the effective certification system and set appropriate approval period.	
4. Examination fee		LTD: Free TISI: 1000BT/ license 30000BT/ one exhaust emission test	Reasonable fees that correspond with costs of testing and examination.	
Certification facilities (Government)	1. Certification test lab	Thailand Automotive Institute lab/ Demonstration Inspection Center (LTD)	Decide whether the new certification laboratories should be constructed or not, considering the cost-effectiveness of the labs and government responsibility for certification approval.	
	2. Size of certification test lab	Test equipment	Exhaust emission equipment	<b>All test items can be performed by using domestic test labs, foreign test labs, 3rd party test labs or manufacturers' test labs.</b>
		Accuracy, cross-checking	LTD: done TISI: Cross-checking with JAMA	Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab (number, expert level, skill)		LTD: 15 persons (engineers) TISI: Unknown because TISI lab will be privatized.	Appropriate number of staff
	4. Training for staff of certification test lab		LTD: Training by JICA(Japan) and LTA(Singapore) TISI: Training by JICA and JARI(Japan)	Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab (only certification or both certification and R&D.)		Only certification	Main responsibility of the labs is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab approval	Supervisory department/ office	LTD, TISI	Supervisory department is clearly appointed.
Standard for management & maintenance			Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)	No. of examined vehicle per year	LTD: 100		
	No. of examined items per year			
	No. of examined vehicle types per year	LTD:100		
Certification facilities (3rd party)	1. Certification test lab		Certification labs are approved by government.	
	2. Size of certification test lab	Test equipment		
		Accuracy, cross-checking		Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab (number, expert level, skill)			Appropriate number of staff
	4. Training for staff of certification test lab			Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab (only certification or both certification and R&D.)			Main responsibility of the labs is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab approval	Supervisory department/ official		Supervisory department is clearly appointed.
Standard for management & maintenance			Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)	No. of examined vehicle per year			
	No. of examined items per year			
	No. of examined vehicle types per year			

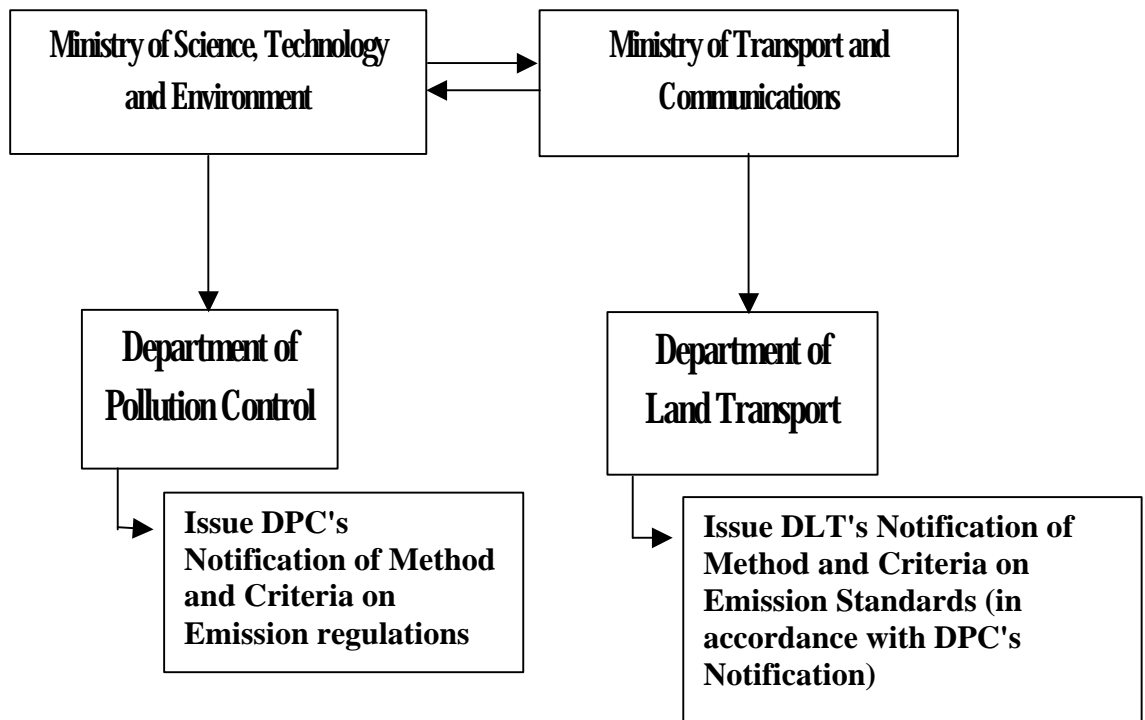
### 3. Guidelines for Mass-Produced Vehicle Compliance

Items	Sub-items	Thailand	Guidelines	
Conformity of Production (COP)	1. COP existence its method	Exist.	Refer to 1958 Agreement Appendix II (Attached Paper 6)	
	2. The name of auditing organization	TISI	COP Procedures are managed within jurisdiction of the sole government office.	
		TISI		
	3. The number of aCOP auditors		Appropriate number of staff.	
	4. Treatment of non-compliance (including penalties)	None	Refer to 1958 Agreement Appendix II (Attached Paper 6)	
	5. Law/ regulation system (Domestic regulation)	Related regulations	Industrial Product Standard Act	Clear provosions which are easy to understand.
		Jurisdictive government office	TISI	COP Procedures are managed within jurisdiction of the sole government office.
	6. Initial assessment	Compliance checking of mass-produced vehicles	Based on ISO 9000	Refer to 1958 Agreement Appendix II (Attached Paper 6)
Quality control system of the plant		Based on ISO 9000, IEC Guide 25	Refer to 1958 Agreement Appendix II (Attached Paper 6)	
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)	None	/	
	2. Check items	Safety		N/A
		Environment		N/A
		General		N/A
	3. Checking techniques	N/A		
4. Testing lab	N/A			
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization	Exist. Done by Governemt and Private organization	/	
	2. Government office supervising in-use inspection	Land Transport Department		
	3. Check items of in-use inspection	Facilities		side slip, brake, speedometer, head lamp, idle CO/ HC, diesel smoke, noise, weighting
		The number of inspectors		Government inspector: 488 Private inspector : 700-800
Recall (reference only)	1. Recall system	Existence of system	/	
		Profile		
	2. Realted laws/ regulations			
3. Jurisdictive government office				

### Flow Chart of Procedure for establishment and Amendment to motor vehicle safety regulations

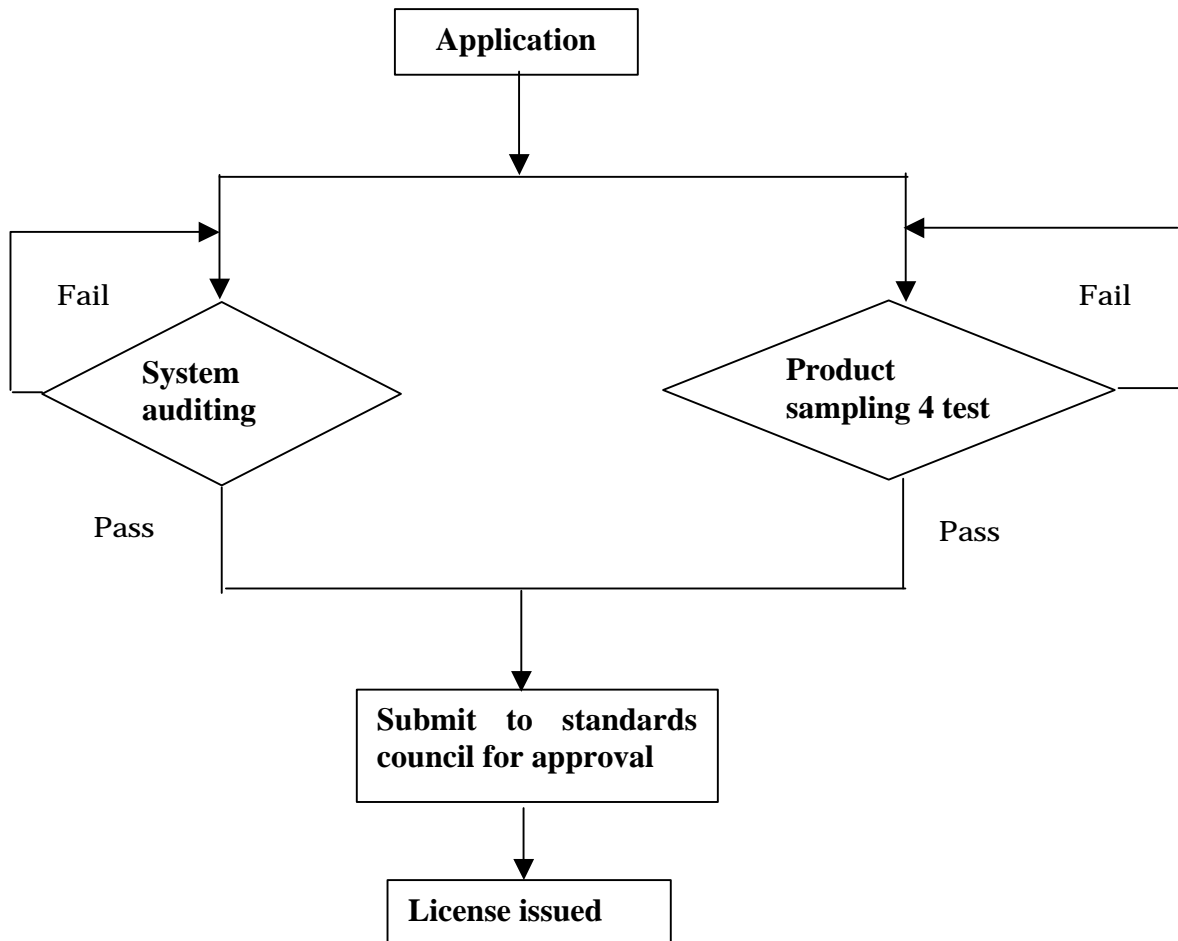


### Flow Chart of Procedure for establishment and Amendment to motor vehicle Environment regulations

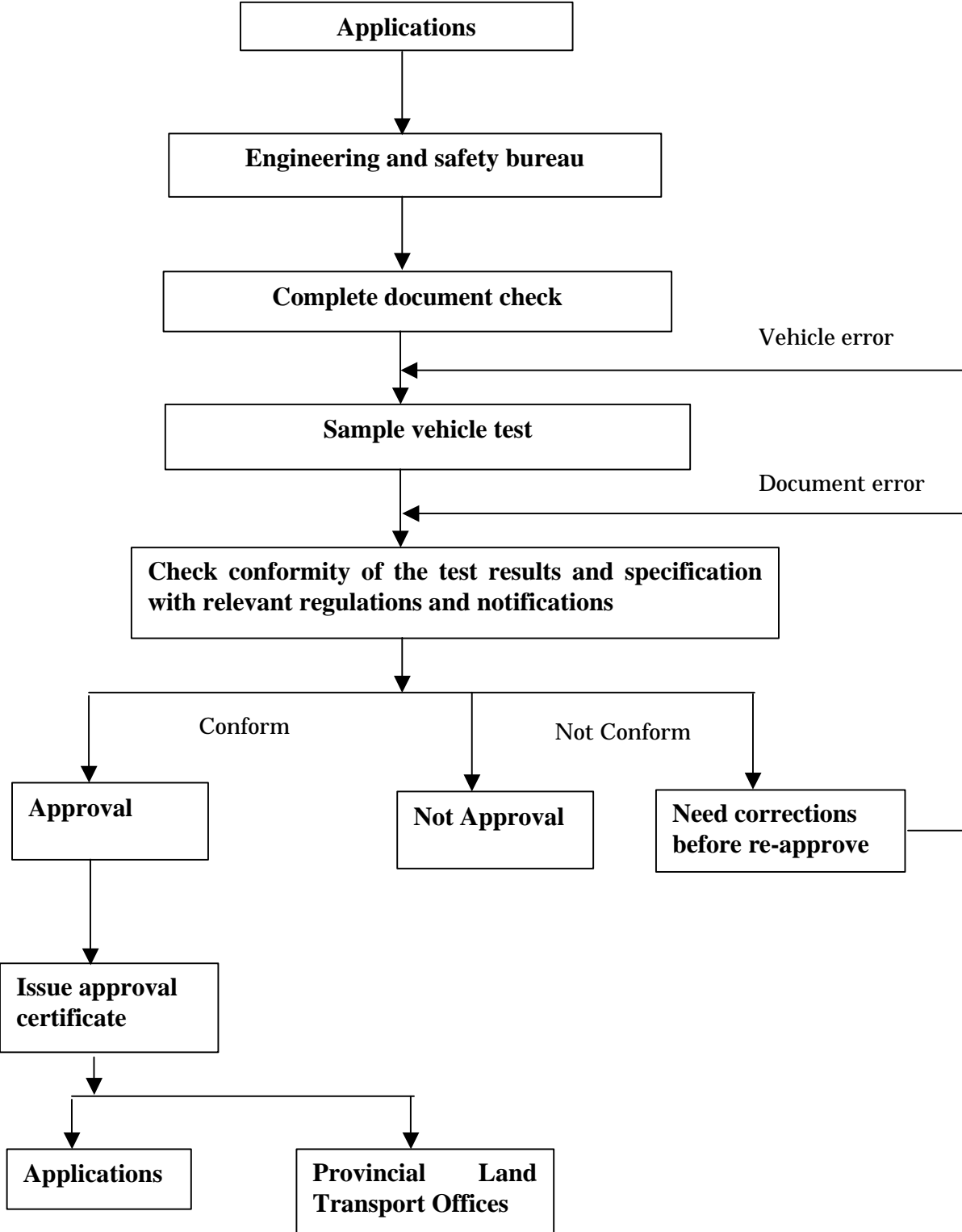


**Flow chart of the certification procedures**

**TISI**



LTD



## Attachment 5: Specific Guidelines for Australia

### 1. Guidelines for Technical Regulations

Items	Sub-items		Australia	Guidelines
Safety  Law/Regulation system	1. Name of laws/ regulations (related law/regulation)	Law Technical Regulations	Motor Vehicle Standards Act, 1989 / The Australian Design Rules for Road Vehicles	<p>(1) Adoption of Internationally harmonized regulations                      -Adopting internationally harmonized regulations such as ECE Regulations or global technical regulations, etc. (Vehicle categories should be also harmonized.)                      (If it is difficult to adopt ECE Regulations or global technical regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements can be exempted.)                      -Regulations on a subject directly reference an internationally harmonized regulation.                      -Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when Regulations are adopted as domestic regulations.                      -Where necessary, the internationally harmonized regulation is made available in the local language.                      -When it is impossible to replace the existing local regulations, ECE Regulations or global technical regulations can be adopted as alternative regulations.</p> <p>-Only in the case of there being no internationally harmonized technical regulation to address the identified need, a unique local regulation is to be considered. Any unique local regulation is clearly identified and transparent. It is highly recommended that the said unique local regulations are discussed at WP29 to become harmonized international regulations.</p> <p>(2) Application of regulations is fair.                      -There is no difference in technical requirements between domestically produced vehicles and imported vehicles.                      -There is no difference in technical requirements between vehicle production and vehicle registration.</p> <p>(3) Regulations are systematic and easy to understand.                      -The sole regulation covers application date, scope, definition, technical requirements, testing equipments, etc.                      -Upper/lower conception of law/regulation is clear.                      -ADR Circulars should be easily referenced to related ADRs.</p> <p>(4) Regulations have performance-based technical requirements which enable objective judgments on pass or fail.                      -Technical requirements are quantitative, and tests are repeatable.</p> <p>(5) Distinguish law/regulations and standards clearly.                      -Law/regulations are made compulsory by social requests, whereas standards are voluntary.</p>
	2. List of technical regulations		Attached Paper 1	
	3. Contents of laws/ regulations		Attached Paper 2	
	4. Structure of laws/ regulations		ADRs cover scope, applicable date, technical requirements and test procedures and are easy to understand. (Attached Paper 2)	
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		No difference.	
	6. The number of adopted ECE regulations		40 ECE Regulations (both safety and environment, include ECE regulations adopted as alternative regulations).	
	7. How to incorporate ECE Regulations into domestic law or regulations	Option / replacement	Generally replacement, occasionally adopted as alternative regulations	
		Language	English	
Adopt the latest versions				
8. Jurisdictional government office/ departments		Department of Transport and Regional Services (DOTRS)		
Environmental  Law/Regulation system	1. Name of law/regulations (related law/ regulations)	Law Technical Regulations	Motor Vehicle Standards Act, 1989 / The Australian Design Rules for Road Vehicles	
	2. List of technical regulations		Attached Paper 1	
	3. Contents of laws/ regulations	Law Technical Regulations	Attached Paper 2	
	4. Structure of laws/ regulations		ADRs cover scope, applicable date, technical requirements and test procedures and are easy to understand. (Attached Paper 2)	
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles		No difference.	
	6. The number of ECE Regulations adopted		40 ECE Regulations (both safety and environment, include ECE regulations adopted as alternative regulations).	
	7. How to incorporate ECE regulations into domestic law or regulations	Option / replacement	Generally Replacement, occasionally adopted as alternative regulations	
		Language	English	
Adopt the latest versions				
8. Jurisdictional government office/ departments		DOTRS		

## Attachment 5: Specific Guidelines for Australia

Items	Sub-items	Australia	Guideline	
Flow of Rule-making	1. Flow chart of laws/ regulations making process	Attached Paper 10	Flow of law/ regulations making process is clear.	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents Name of organization		Continuously monitor the current safety/ environment situation by competent institute. Utilize analysis of the obtained data in making / revising technical regulations in Australia.	
	2) Execution of ambient air monitoring Name of organization	State, Environment Protection Authorities (EPAs)		
	3) Understanding of international movements (participation in international conferences/ Use of research companies)	Participate in WP29, ISO, SAE, IEC, etc.. Use private research companies.	Regularly participate in WP29 and appropriate GR subcommittees. Share the information obtained with relevant government departments and industries.	
	3. Formulate policy on rule-making			
	Policy formulation body	Governmental body	Australian Transport Council (Ministers from 6 States and 2 Territories in Australia and New Zealand)	Rulemaking policy is formulated through a consulting process with scholars and men of experience, users and industries.
		Advisory body	National Environment Protection Council (NEPC), Department of Transport and Regional Services (DOTRS), National Road Transport Commission (NRTC)	
		Consulting Institution	Wide range of stakeholders consulted	
	4. Make technical regulations drafts and solicit comments		In making drafts of technical regulations the following aspects are allowed for.	
	1) Testing and research		Make good use of information or utilize research institutes in other countries if it is difficult to set up research institutes or laboratories in Australia.	
	2) Government office to make regulations drafts	safety: DOTRS, environment :MVEC	The defined government office responsible for vehicle administration makes regulations drafts (or incooperation with other related offices/ organizations).	
	3) The number of staff involved in draft making	DOTRS: up to 6 persons, MVEC: 2	Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	Professional engineering qualifications on the job training, seminars, conferences.	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	Draft regulations are disclosed to the public by means of E-mails, CD and floppy disks. Comments are invited once.	Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	Public hearings are held occasionally.		
	5. Establishment of regulations		In finalizing technical regulations the following aspects are allowed for.	
	1) Government office to finalize and issue regulations	DOTRS establishes law/ regulations (both safety and environment). National Road Transport Commission recommends new law/ regulations to the ministry.	The defined government office responsible for vehicle administration finalize regulations (or incooperation with other related offices/ organizations).	
	2) The number of staff involved in finalizing regulations	DOTRS: 6 persons	Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Professional engineering qualifications on the job training, seminars, conferences.	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Government Gazette, internet, hard copies, CD-ROM	Announce the final regulations through the official media such as the official gazette.	
	6. Evaluation of effects of new regulations		It is desirable to review the effects of new regulations regularly by professional institutes.	
	1) Existence or lack of system for evaluating effects of new regulations	There is no formal system.		
2) Outline of the existing system	N/A			

## 2. Guidelines for Certification System

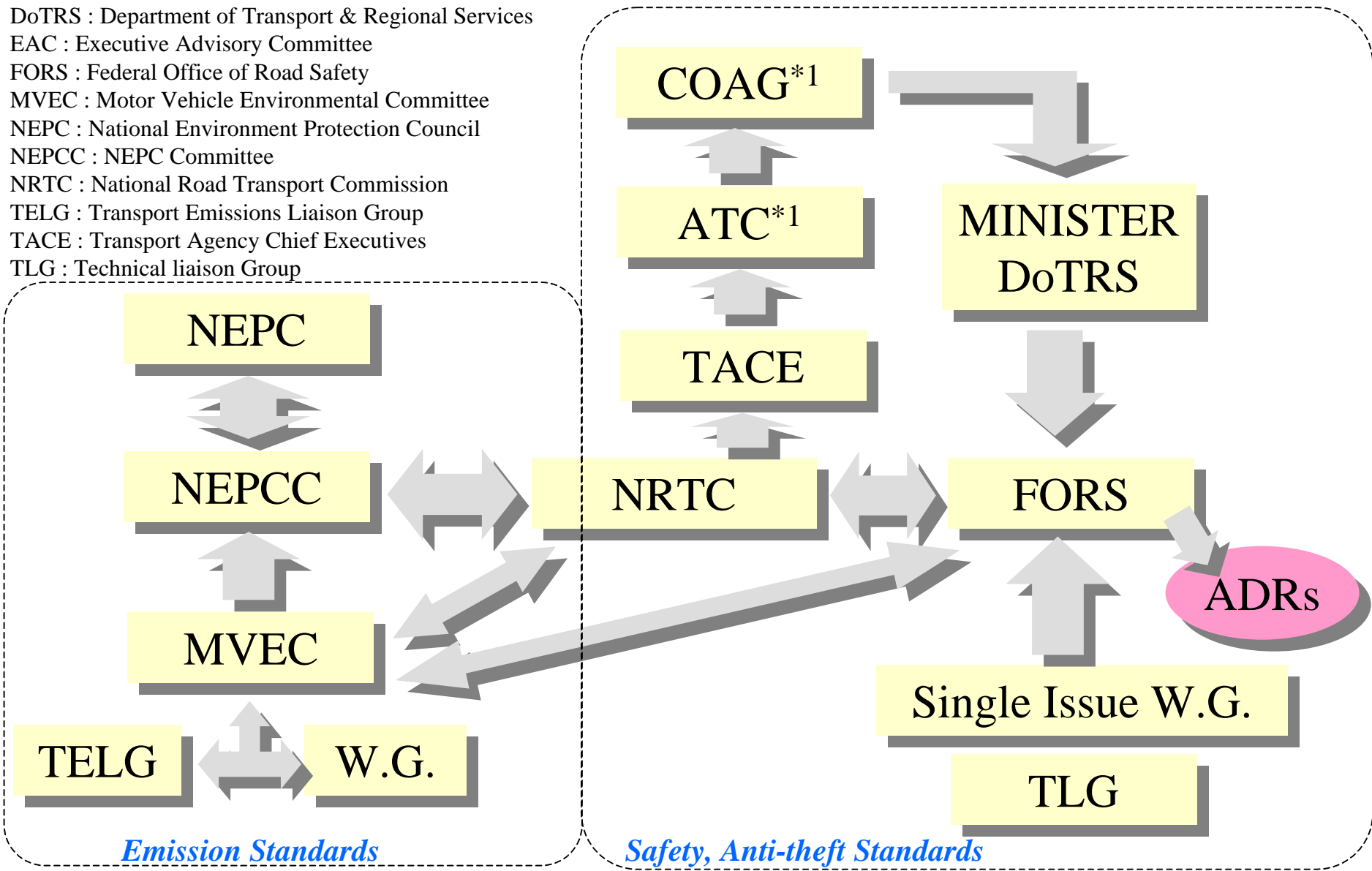
Item	Sub-item	Australia	Guidelines	
Certification system	1. Certification body	Governmental certification (accept manufacturers' test reports)	Systematic certification systems including parts certification, system certification (ECE certification system), and vehicle type approval (NTA) are established within jurisdiction of the defined government office in conjunction with vehicle registration.	
	2. Certification type	System certification	Not exist	<b>System certification is established within jurisdiction of the defined government office in conjunction with vehicle registration.</b>
		Parts certification	Not exist	<b>Parts certification is established within jurisdiction of the defined government office in conjunction with vehicle registration.</b>
		Vehicle type approval	Exist	
3. Mutual recognition agreement	Exist or not The name of MRA	Exist Mutual recognition agreement with Thailand, MRA with EU	Join 1958 Agreement and all ECE Regulations are subject to mutual recognition agreement.	
4. Certification flow chart		Attached Paper 11	<b>Certification flow for system and parts (ECE certification system) is clear.</b>	
Certification framework (legal system)	1. Name of regulation	Motor Vehicle Standards Act, 1989		
	2. Jurisdictional government office	Make regulations	DOTRS	Certification procedures are managed within jurisdiction of the defined government office.
		Examine application documents	DOTRS	
		Inspect sample vehicles	SUTI (Single Uniform Type Inspection) is performed by FORS and State/ Territory Organization	
3. Mandatory system/ parts certification items			Adopt ECE Regulations ( <b>including ECE vehicle categories</b> ) for system and parts.	
4. Approval body		DOTRS		
Certification procedure and management	1. Certification test	Government lab		The first priority is to use the test labs in Australia when referring to issuing approvals to ECE Regulations. <b>Under current arrangements for whole vehicle type approval testing can be conducted either inside Australia or overseas.</b>
		3rd party lab	All test facilities are acceptable that meet published requirements.	
		Foreign lab		
		Accept manufacturers' test reports	Accept manufacturers' test reports	
2. Certification documents		Vehicle specifications, Summary of evidence report (SER), etc.	Documents which verify the vehicle's compliance with relevant safety and environment regulations such as ECE approvals, manufacturers' test reports, related technical information (including vehicle specifications), etc..	
3. Approval period only for processing application documents		35 days, if perfect submission	Establish the effective certification system and set appropriate approval period.	
4. Examination fee		Cost of Compliance Plates: AU\$2.5 administration charge + AU\$7.5 for vehicles if plate is supplied (AU\$3.75 for motor cycles if plate is supplied) / each vehicle (motor cycle) approval	Reasonable fees that correspond with costs of testing and examination.	
Certification facilities (Government)	1. Certification test lab		DOTRS	Decide whether the new certification laboratories should be constructed or not, considering the cost-effectiveness of the labs and government responsibility for certification approval.
	2. Size of certification test lab	Test equipment	None	It is desirable that All test items can be performed in Australia.
		Accuracy, cross-checking	N/A	Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab (number, expert level, skill)		3 persons (engineering / technical qualification)	Appropriate number of staff
	4. Training for staff of certification test lab		Professional engineering qualifications on the job training, seminars conferences.	Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab (only certification or both certification and R&D.)		N/A	Main responsibility of the labs is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab approval	Supervisory department/ office	DOTRS	Supervisory department is clearly appointed.
Standard for management & maintenance		Laboratories are inspected to confirm capability to conduct tests to requirements (Test Facility Inspection). Laboratories are not formally approved.	Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)		No. of examined vehicle per year No. of examined items per year No. of examined vehicle types per year	not known not known not known	
Certification facilities (3rd party)	1. Certification test lab		Crashlab	Certification labs are approved by government.
	2. Size of certification test lab	Test equipment	Frontal Collision (fixed barrier, off-set collision,etc.), sled test, helmet impact test	
		Accuracy, cross-checking	Accuracy check is regularly done based on ISO 9000 and NATA (National Association of Testing Authority) provisions	Calibration confirmation and cross-checking are conducted at regular intervals.
	3. Staff of certification test lab (number, expert level, skill)		19+á	Appropriate number of staff
	4. Training for staff of certification test lab			Professional training is necessary. (law and regulations, test procedures, how to use test equipments)
	5. Business of certification test lab (only certification or both certification and R&D.)		80%: Quality check of mass-produced products, 20%: R&D including NCAP (New Car Assessment Program)	Main responsibility of the labs is to do certification testing, but R&D work can also be performed.
	6. Criteria for testing lab approval	Supervisory department/ official	DOTRS (TFI is not necessary if the lab is approved by NATA.)	Supervisory department is clearly appointed.
Standard for management & maintenance		ISO 9000 and NATA	Standards for management & maintenance are clearly decided.	
7. Statistics on certification & approval (reference)	No. of examined vehicle per year	N/A		
	No. of examined items per year	N/A		
	No. of examined vehicle types per year	N/A		

### 3. Guidelines for Mass-Produced Vehicle Compliance

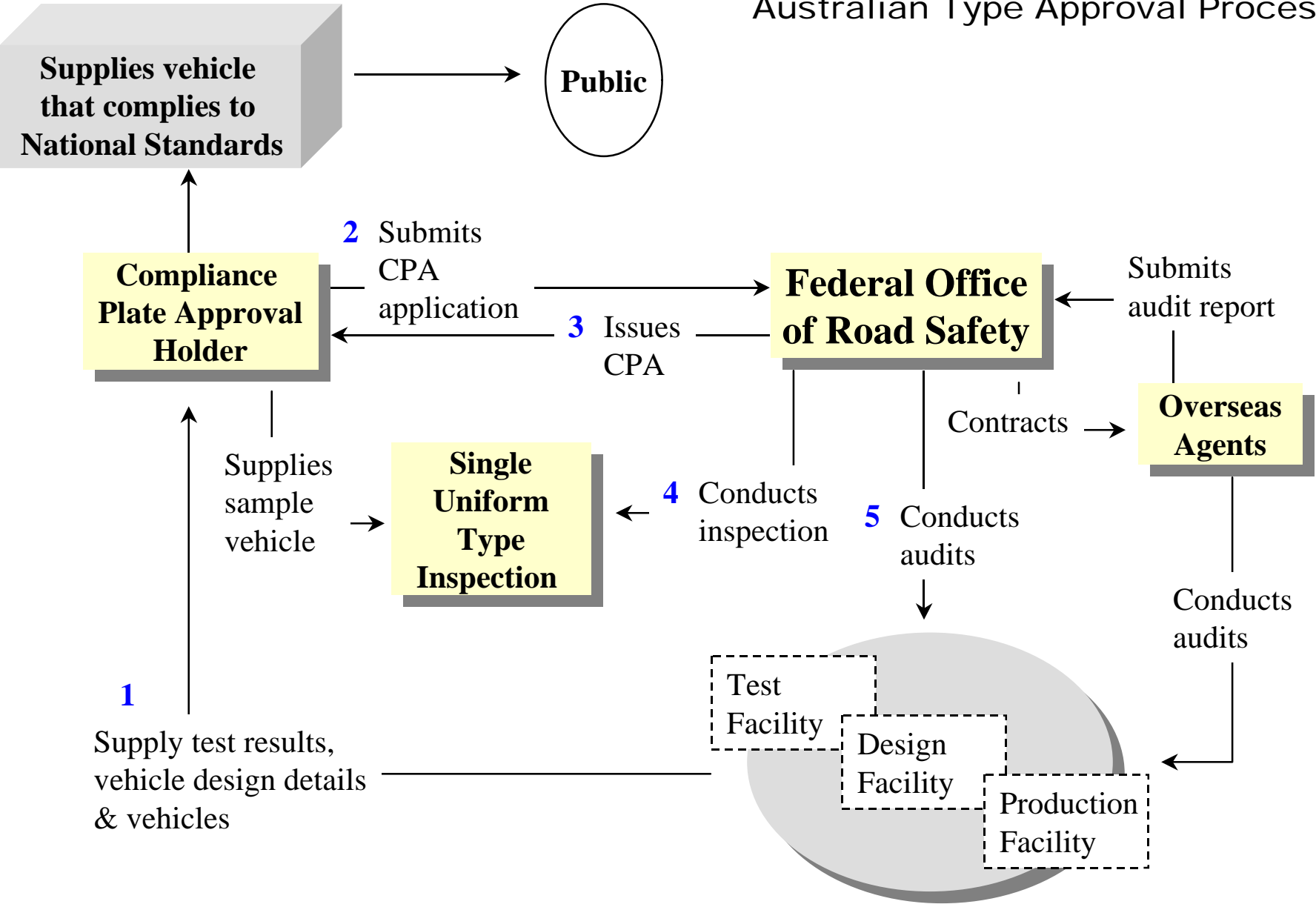
Items	Sub-items	Australia	Guidelines	
Conformity of Production (COP)	1. COP existence its method	Exist. (every 18~24 month)	Refer to 1958 Agreement Appendix II (Attached Paper 6)	
	2. The name of auditing organization	DOTRS + overseas agents (TUV, VCA, UTAC, MdTIL(Italy), Swedish Authority, NITE(Japan))	COP Procedures are managed within jurisdiction of the sole government office.	
	3. The number of a COP auditors	DOTRS : 3 persons (full time), 13 persons (part time), NITE : some 5 persons	Appropriate number of staff.	
	4. Treatment of non-compliance (including penalties)	The manufacturer has to report the countermeasures against the non-compliance. Profile of penalty : Shorter period is allowed before the next audit. The relevant vehicle will be recalled and rectified where non-compliance with the ADRs has been identified.	Refer to 1958 Agreement Appendix II (Attached Paper 6)	
	5. Law/ regulation system (Domestic regulation)	Related regulations	Motor Vehicle Standards Act, 1989	Clear provosions which are easy to understand.
		Jurisdictive government office	DOTRS	COP Procedures are managed within jurisdiction of the sole government office.
	6. Initial assessment	Compliance checking of mass-produced vehicles		Refer to 1958 Agreement Appendix II (Attached Paper 6)
Quality control system of the plant			Refer to 1958 Agreement Appendix II (Attached Paper 6)	
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)	None	/	
	2. Check items	Safety		N/A
		Environment		N/A
		General		N/A
3. Checking techniques	N/A			
4. Testing lab	N/A			
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization	Exist. Done by State Governemt and private organization. (vary by States and Territories)	/	
	2. Government office supervising in-use inspection	NRTC (National Road Transport Commission) and States and Territories Government		
	3. Check items of in-use inspection	Facilities		brake, head lamp, idle CO/ HC, diesel smoke, etc.
The number of inspectors				
Recall (reference only)	1. Recall system	Existence of system	Exist.	/
		Profile	Manufacturers recall voluntarily. FORS force them to recall if they do not recall voluntarily.	
	2. Realted laws/ regulations	Trade Practices Act		
3. Jurisdictive government office	DOTRS			

# Relationship of Organizations in the ADR Development Process

- ATC : Australian Transport Council
- COAG : Council of Australian Governments
- DoTRS : Department of Transport & Regional Services
- EAC : Executive Advisory Committee
- FORS : Federal Office of Road Safety
- MVEC : Motor Vehicle Environmental Committee
- NEPC : National Environment Protection Council
- NEPCC : NEPC Committee
- NRTC : National Road Transport Commission
- TELG : Transport Emissions Liaison Group
- TACE : Transport Agency Chief Executives
- TLG : Technical liaison Group



Attached Paper 11  
Australian Type Approval Process



**Attachment 7: Proposed Action Plans for Thailand**  
(updated on 30 November 1999)

**1. Regulations**

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
<b>Safety/Environmental Regulation System</b>	Dual system of Land Transport Act/Motor Vehicle Act and Industrial Product Standard Act  There are two offices in charge of provisions of automobiles. TISI is in charge of production licenses and import licenses for automobile, while LTD is in charge of vehicle registration approval.	- The administration of automobiles will be centralized. When viewed internationally, in general, the Ministry of Transport, which is in charge of automobile registrations, centrally prepares safety and environment regulations in almost all cases. - Establish a system which enables that there is no discrepancy in LTD and TISI technical requirements.		
<b>Flow of Rule-making</b>		See Attached Paper 1		
<b>Understanding on International Movements</b>	Information sharing is not enough among interested parties. TISI: Mainly participate in WP.29, ISO, etc. LTD: Mainly participate in APEC (RTHP), ASEAN meetings, etc.	- Strengthen a government-industry joint standing body where the members discuss the issues before attending the international conferences and share the information on the results of the conferences. - Continue participating in WP.29 as an observer. - Join 1998 Agreement.	Join the 1958 Agreement and constantly participate in WP.29 meeting.	
<b>Formulate Policy on Rule-Making and Make Technical Regulations Drafts</b>	There is no advisory organization for making recommendations when setting obligatory new regulations under Land Transport Act/Motor Vehicle Act for automobile safety/environment.	- Establish an advisory committee comprised of the government (LTD, TISI, MOSTE), industry (TAIA, etc.), university researchers, etc. where the committee members have open and aboveboard discussions. - Making the schedule of harmonisation of ECE through the above mentioned advisory committee. - Establish Type Approval system (whole vehicle and system/components) and harmonise 25 ECE regulations.	- Harmonise further 15 ECE regulations. - Adopt some ECE regulations, if appropriate.	- Harmonise further 4 ECE regulations to reach 44 ECE regulations required for whole vehicle type approval. - Adopt further ECE regulations to reach the requirements for whole vehicle type approval. - Harmonise further ECE regulations including collision safety regulations.
<b>Evaluation of Effects on New Regulations</b>	Some regulations have been drafted to harmonise with relevant ECE regulations in parallel with amending existing regulations.	Continue to review current regulations in parallel with harmonising ECE regulations.	Takes the initiative in making necessary amendments to ECE regulations at WP.29.	

**2. Type Approval System**

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
<b>Type Approval System/Framework Law</b>	There are two types approval systems. One is related to the production license(TISI). The other is related to the vehicle registrations. LTD issues vehicle type approval for the vehicles within the scope of Land Transport Act. Under Motor Vehicle Act, there is no type approval given to the manufacturers.	- Prepare for establishing vehicle type approval system under Motor Vehicle Act and improving type approval system under Land Transport Act including amending the Domestic law and Regulations. - Study the potential type approval systems which can be implemented by test report acceptance and with test facilities. - Start type approval systems by test report acceptance for Motor Vehicle Act.	- Start type approval system which enables partial mutual recognition within framework of 1958 Agreement. - Establish appropriate test facilities in Thailand for type approval system.	Provide more appropriate test facilities in Thailand for type approval system.
<b>Type Approval Process/Operation</b>	See the above.	- Provide transition processes and plan for smooth implementation of new type approval system. - Reform and arrange organisation of LTD to cope with the subsequent work after joining 1958 Agreement.	Technical requirement for vehicle type approval are centralized to Land Transport Act/Motor Vehicle Act to avoid duplications.	

**3. Mass-Produced Vehicle Compliance**

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
<b>Conformity of Production (COP)</b>	COP is exist and in charge of TISI under Industrial Product Standard Act.	Study and prepare to establish COP system for automobile, in line with 1958 Agreement, Appendix II, to manage within LTD. Some procedures may accompany with TISI to avoid overlapping.	Establish and implement COP arrangement to allow issue of approval to applied ECE regulations.	Implement COP to issue of whole vehicle type approval.

## Attachment 8: Proposed Action Plans for Australia

### I. Regulations

Item	Current issues	Action Plan 1st Step (2000)	Action Plan 2nd Step (2005)	Action Plan 3rd Step (2010)
<b>Safety/Environmental Regulation System</b>	Harmonization with ECE categories	Australia needs to harmonize vehicle categories with ECE. Review is being undertaken and is scheduled for completion in 2000.		
<b>Understanding of International Movements</b>	Join 1998 (Global) Agreement and participate in WP29 and appropriate GR Subcommittees	Consideration of accession to 1998 Agreement should be made.		
<b>Making Harmonized Technical Regulations</b>	Adoption of ECE regulations has yet to be completed. Current policy is to apply ECE Regulations or Global Technical Regulations where possible. Retention of unique Australian requirements to be subject to cost/ benefit analysis.	Continue to examine the possibility to harmonize the remaining unique ADRs with corresponding ECE Regulations and Global Technical Regulations.		

### II. Certification System

Item	Current issues	Action Plan 1st Step (2000)	Action Plan 2nd Step (2005)	Action Plan 3rd Step (2010)
<b>Certification System/Framework Law</b>	Motor Vehicle Standards Act provides the framework law and allows for acceptance and issue of ECE Regulation approval as demonstration of compliance with ADRs.	Accept ECE Regulation approvals following alignment of ADRs and ECE Regulations. (1) Provide arrangements to allow issue of approvals to ECE Regulations applied by Australia using 1958 Agreement arrangements. (2) Accept approvals to applied ECE Regulations. (3) Implement Appendix 2 COP arrangements for approvals to applied ECE Regulations.		
<b>Certification Process/Operation</b>	Accept approvals to applied ECE Regulations. Issue approvals to applied ECE Regulations using 1958 Agreement arrangements. Review certification process for whole vehicle type approval.	Introduce arrangements to confirm compliance with ECE Regulation requirements and implementation procedures. (1) Compliance confirmed by governments (2) Utilize accredited test facilities (Technical Services)		

### III. Mass-Produced Vehicle Compliance

Item	Current issues	Action Plan 1st Step (2000)	Action Plan 2nd Step (2005)	Action Plan 3rd Step (2010)
<b>Conformity of Production (COP)</b>	COP system based on Appendix 2 of 1958 Agreement is not established. Review COP processes for whole vehicle type approval.	Implement 1958 Agreement COP arrangements to allow issue of approvals to applied ECE Regulations. Consider acceptance of third party accreditation to ISO 9000 for COP for whole vehicle type approval.		

## Questionnaire on Regulations, Certification and Compliance check system

### I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

#### [ Safety Regulation System ]

#### 1. Please answer the questions below, concerning your automobile safety law (basic law and technical regulations).

\* Name of law (basic law):

\* Profile of law(Which of the following provisions are included in the law?):

Type Approval System  Vehicle Registration System

Vehicle Inspection System  Vehicle Categories

Vehicle/Parts Technical Requirements  other →

\* Name of technical regulation:

\* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

vehicle category,  definition  technical requirements

test procedures  testing equipment

\* Are the same technical requirements applied to domestically produced vehicles and imported vehicles ?

Yes  No

\* Of the four cases below, which one describes your technical regulation most accurately? Please check.

Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of Unique regulation items →

\* How many ECE regulations has been adopted in your country?

→

\* schedule to implement new regulations and to revise current regulations:

**2. Provide answers to the questions below, pertaining to the jurisdictional office and staff for your automobile safety law.**

\* Name of jurisdictional government office/department:

\* No. of staff members for law/regulation formulation:

\* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):

**3. Please answer the questions below, concerning each of the five law/regulation formulation processes -- (1) Assessment of current situations, (2) Deciding of law/regulation formulation policy, (3) Formulation of drafts and receipt of comments, (4) Establishment of automobile safety laws/regulations, and (5) Evaluation of effects of automobile safety laws/regulations.**

(1) Assessment of Current Situations

Concerning the organization/department assigned to the investigation and analysis of traffic accidents...

\* Name of organization/department:

\* No. of assigned staff members:

\* Jurisdictional government office:

(2) Deciding Law/Regulation Formulation Policy

\* Means of collecting information needed to decide law/regulation formulation policy (ex. Information on the policies, latest technologies, harmonization movements of other nations)? Check pertinent items below.

Internet  Private research company

Participation in international conferences →

Names of conferences:

Other →

\* Does the government employ an advisory body? Please check.

Yes → Name of advisory body:

→ Type of advisory body:  Public research institute

Government-supported organization

Private research institute

Other →

No

(3) Formulation of Regulations Drafts and Receipt of Comments

\* Name of organization/department which formulates drafts:

\* The number of staff involved in making draft:

\* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):

- \* Are drafts disclosed to the public or disseminated only to interested groups?  
 Disclosed to the public.  
 → Means of disclosure?  Internet  Hard copies  Other →  
 Disseminated to only interested groups  
 → Means of disclosure?  Internet  Hard copies  Other →  
 Not disclosed.

\* Are comments invited and received?

- Received. → How many cycles of comment receiving?  
 1 time  2 times  3 times or more
- Not received.

- \* Are Public hearings held?  Held every time  held occasionally  
 Not held

(4) Establishment of Automobile Safety Laws/Regulations

\* Name of jurisdictional government office/department:

\* No. of staff members for law/regulation formulation:

\* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):

\* Means of announcing the establishment or revision of laws/regulations?

- Internet  Hard copies  Other →

(5) Evaluation of Effects of Automobile Safety Laws/Regulations

\* Are effects of an established or revised law/regulation evaluated?

- Always Evaluated.
- Evaluated only in case of necessity
- Not evaluated.

**4-1. Please outline the processes or procedures involved in the establishment or revision of law/regulation in your country, by drawing a flow chart below.**

**4-2. Please describe the vehicle categories in safety and environment law/regulation.**

**[Environmental Regulation System]**

**5. Please answer the questions below, concerning your automotive environment law (basic law and technical regulations).**

- \* Name of law (basic law):
  
- \* Profile of law(Which of the following provisions are included in the law?):
  - ( )Type Approval System ( )Vehicle Registration System
  - ( )Vehicle Inspection System ( )Vehicle Categories
  - ( )Vehicle/Parts Technical Requirements ( )other→
- \* Name of technical regulation:
- \* Structure of technical regulations
  - Do technical regulations cover the following provisions systematically?
  - ( ) vehicle category, ( )definition ( )technical requirements
  - ( )test procedures ( )testing equipment
- \* Are the same technical requirements applied to domestically produced vehicles and imported vehicles ?
  - ( )Yes ( )No
- \* Of the four cases below, which one describes your technical regulation most accurately? Please check.
  - ( ) Completely harmonized with ECE Regulations.  
Examples of applicable regulation items →
  
  - ( ) Basically harmonized with ECE Regulations, partly containing unique requirements.  
Examples of applicable regulation items →
  - ( ) ECE Regulations adopted on an optional basis.  
Examples of applicable regulation items →
  - ( ) Not harmonized with ECE Regulations.  
Examples of applicable regulation items →
  
- \* How many ECE regulations has been adopted in your country?  
→
- \* schedule to implement new regulations and to revise current regulations:

**6. Provide answers to the questions below, pertaining to the jurisdictional office and staff for your automotive environment law.**

\* Name of jurisdictional government office/department:

\* No. staff members for law/regulation formulation:

\* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):

**7. Please answer the questions below, concerning each of the five law/regulation formulation processes -- (1) Assessment of current situations, (2) Deciding of law/regulation formulation policy, (3) Formulation of drafts and receipt of comments, (4) Establishment of automotive environment laws/regulations, and (5) Evaluation of effects of automotive environment laws/regulations.**

(1) Assessment of Current Situations

Concerning the organization/department assigned to the investigation and analysis of environmental conditions (i.e., atmospheric monitoring)...

\* Name of organization/department:

\* No. of assigned staff members:

\* Jurisdictional government office:

(2) Deciding of Law/Regulation Formulation Policy

\* Means of collecting information needed to decide law/regulation formulation policy (ex. information on the policies, latest technologies, harmonization movements of other nations)? Check pertinent items below.

( ) Internet ( ) Private research company

( ) Participation in international conferences →  
Names of conferences:

( ) Other (specify) →

\* Does the government employ an advisory body? Please check.

( ) Yes → Name of advisory body:

→ Type of advisory body: ( ) Public research institute

( ) Government-supported organization

( ) Private research institute

( ) Other →

( ) No

(3) Formulation of Drafts and Receipt of Comments

\* Name of organization/department which formulates drafts:

\* The number of staff involved in making draft:

\* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):

\* Are drafts disclosed to the public? Please check.

( ) Disclosed. → Means of disclosure? ( ) Internet ( ) Hard copies  
( ) Other →

( ) Not disclosed.

\* Are comments invited and received?

( ) Received. → How many cycles of comment receiving?

( ) 1 time ( ) 2 times ( ) 3 times or more

( ) Not received.

\* Are Public hearings held? ( ) Held every time ( ) Held occasionally

( ) Not held

(4) Establishment of Automotive Environment Laws/Regulations

\* Name of jurisdictional government office/department:

\* The number of staff for law regulation formulation:

\* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):

\* Means of announcing the establishment or revision of laws/regulations?

( ) Internet ( ) Hard copies ( ) Other →

(5) Evaluation of Effects of Automotive Environment Laws/Regulations

\* Are effects of an established or revised law/regulation evaluated?

( ) Always Evaluated.

( ) Evaluated only in case of necessity

( ) Not evaluated.

## **II. IMPROVEMENT OF THE CERTIFICATION SYSTEM**

### **[Certification System]**

**1. The jurisdictive government office/department for certification?**

**2. Type of your certification system?**

Government Certification

→  use of Government testing facilities or certification testing with government officer's attendance

use of third-party testing facilities

accept manufacturers' test report

Self-certification

**3. If your country adopts a certification system by government, please check all your certification items in effect, from among the items below.**

Vehicle type certification (whole vehicle certification) →  WVTA  NTA

Parts/component certification →  Horn  Mirror

Electromagnetic wave interference

Theft prevention  Reflex reflector

Lamps  Seat belt

Wiper/washer

Headrest  Glass  Tire

Trailer hitch  Speed limiter

Child restraint system

Headlamp cleaner

Other →

System certification →  Noise  Exhaust emission

Tank/rear under-run protection

Number plate  Steering system

Door latch/hinge  Horn  Mirror

Brake  Electromagnetic wave interference

Diesel smoke  Interior projection

Theft prevention  Steering impact protection

Seat/Seat anchorage  Protrusion

Speedometer  Nameplate

Seat belt anchorage

Installation of signaling/lighting devices

Towing hook  Seat belt  Direct visual field  Symbol  Defroster/demister

Wiper/washer  Heater  Wheel guard

Headrest  Fuel consumption

Engine power  Heavy-duty diesel emission

Sideguard  Glass  Weight/dimensions

Tire  Trailer hitch

Flame retard of interior materials  Speed limiter

Frontal collision  Side collision

Rear-end collision  Rollover  Bumper

**4. Are there examination standards with regard to applicable scope, definitions, test procedure, test results judgment criteria, etc.?**

Yes

No

**5. Please answer the questions, below, on your law concerning the framework of automobile certification procedure.**

\* Name of law:

\* Of the three cases below, which one describes the law most accurately? Please check.

Virtually harmonized with ECE Regulations.

Not harmonized with ECE Regulations, but a mutual recognition scheme in force.

Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

**[Certification Procedure]**

**6. How is compliance with the law/regulation validated? Please indicate all the validation methods accepted, below.**

- ECE approval certificate
- WVTA approval certificate
- Other certificate → (Name of country: \_\_\_\_\_)
- Manufacturer's test report
- Vehicle or component performance test → Test item: \_\_\_\_\_
  
- Other → \_\_\_\_\_

**7. For certification, is the submission of sample vehicles required?**

- Required
- Not required

**8. What are the required documents for certification? Please check all the necessary ones.**

- ECE approval certificate
- WVTA approval certificate
- Table of specifications
- Owner's manual
- Other → \_\_\_\_\_

**9. How long does it take from application to approval? →**

**10. How much is the approval fee?**

- \_\_\_\_\_
- (\$ \_\_\_\_\_ / test item)

**11. Is the certification test witnessed by the manufacturer's representative(s)?**

- Witnessed
- Not witnessed

**12. Please outline the certification processes or procedures in your country, by drawing a flow chart below**

### [Certification Facilities]

You are requested to provide answers to the questions below, concerning the certification facilities of your country.

#### 13. Does a testing laboratory(s) exist in your country?

Not exist

Exists

→ Name:

→ Type:  **Government**  Semi-governmental  Private

→ No. of staff members: (            persons)

→ Method of staff training:

→ Activities of testing laboratory:  Specialized in certification testing

Performs both certification tests and R&D

→ Construction cost of certification facilities: (\$            )

→ Regulation for management of certification facilities: Name of regulation?

→ Cross-checking of certification facilities:

Not cross-checked

Cross-checked →  Non-periodic

Periodic → (every    years)

→ Approval of testing laboratory - Overseeing government office/department:

→ Conditions required to approve testing laboratory:

→ Of the ECE certification, which certification tests are serviceable at your testing laboratory?

Parts/component certification →  Horn  Mirror

Electromagnetic wave interference

Theft prevention  Reflex reflector

Lamps  Seat belt  Wiper/washer

Headrest  Glass  Tire

Trailer hitch  Speed limiter

Child restraint system

Headlamp cleaner  Other →

System certification →  Noise  Exhaust emission  
 Tank/Rear under-run protection  Number plate  
 Steering system  Door latch/hinge  Horn  
 Mirror  Brake  
 Electromagnetic wave interference  Diesel smoke  
 Interior projection  Theft prevention  
 Steering impact protection  
 Seat/Seat anchorage  Protrusion  
 Speedometer  Nameplate  
 Seat belt anchorage  
 Installation of signaling/lighting devices  
 Towing hook  Seat belt  Direct visual field  
 Symbol  Defroster/demister  Wiper/washer  
 Heater  Wheel guard  Headrest  
 Fuel consumption  Engine power  
 Heavy-duty diesel emission  Sideguard  
 Glass  Weight/dimensions  Tire  
 Trailer hitch  Flame retard of interior materials  
 Speed limiter  Frontal collision  
 Side collision  Rear-end collision  
 Rollover  Bumper  
 Other →

**14. Number of examined cases?**

→ No. of examined items (            items/year)  
→ No. of examined types (            types/year)  
→ No. of examined vehicles (            units/year)

**15. Has your country ever authorized an overseas testing laboratory(s)?**

No  
 Yes → Name of laboratory:

**[Certification Examiners and Staff]**

**16. What qualifications are required to become a certification examiner of the government?**

**17. No. of certification examiners:** (            persons)

**18. What qualifications are required to become a certification expert of a testing laboratory?**

**19. No. of certification experts of testing lab:** (            persons)

### **III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES**

#### **[Conformity of Production (COP)]**

- 1. Does your country perform COP auditing?**  
 Performs  
 Not perform
  
- 2. What law provides the basis for COP?**  
\* Name of law:  
\* Profile of law:
  
- 3. What is the government office/department responsible for COP?**
  
- 4. What organization performs COP auditing?**  
\* Name of organization:  
\* Type of organization:  Governmental  Third-party organization  
 Other →
  
- 5. Budget of COP auditing organization: (\$ /year)**
  
- 6. No. of auditors: ( persons)**
  
- 7. Is there a COP regulation for mass-produced vehicles in your country?**  
 Yes → COP auditing for mass-produced vehicles:  
 Performed by governmental organization  
 Commissioned to third-party organization :  
 No
  
- 8. What are the COP check items concerning the quality of parts and the quality of vehicles?**  
 The COP check items are the same as the certification test items.  
 The COP check items are fewer than the certification test items.  
 The COP check items are the same as ECE (83).
  
- 9. Are the following aspects checked in your COP auditing?**  
 Quality control system of the plant  
 Compliance checking system of the plant for mass-produced vehicles  
 Design changes after certification approval  
 Other →
  
- 10. What is the consequence of failing to pass COP auditing? Are there penalties?**  
\* Consequence:  
\* Penalty:  Not existing  
 Existing →



**Summary List on Regulation, Certification system, and Compliance Check system**

**1. The technical Regulations**

Items	Sub-items		
Safety Law/Regulation system	1. Name of law/regulation	Law	
		Technical regulation	
	2. List of technical regulations		
	3. Contents of law/regulations		
	4. Structure of law/regulations		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		
	6. The number of ECE Regulations adopted		
	7. How to incorporate ECE Regulations into domestic law or regulation.	Option / replacement	
		Language	
adopt the latest versions			
8. Jurisdictional government office/department			
Environmental Law/Regulation system	1. Name of law/regulation	Law	
		Technical regulation	
	2. List of technical regulations		
	3. Contents of law/regulations		
	4. Structure of law/regulations		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles		
	6. The number of ECE Regulations adopted		
	7. How to incorporate ECE regulations into domestic law or regulation.	Option / replacement	
		Language	
adopt the latest versions			
8. Jurisdictional government office/department			

## Summary List on Regulation, Certification system, and Compliance Check system

Items	Sub-items		
Flow of Rule-making	1. Flow chart of Law/Regulations Making Process		
	2. Assessment of the current situation		
	1) Investigation and analysis of traffic accidents Name of organization		
	2) Execution of ambient air monitoring Name of organization		
	3) Understanding of international movements (participation in international conference/ Use research companies)		
	3. Formulate policy on rule-making		
	Policy formulation body	Administrative organ	
		Advisory body	
		Consultant	
	4. Make technical regulations drafts and solicit comments		
	1) Testing and research		
	2) Government office to make regulations drafts		
	3) The number of staff involved in draft making		
	4) Expertise/qualifications required for draft-making staff		
	5) Solicitation of comments		
	6) Public hearing		
	5. Establishment of regulations		
	1) Government office to finalize and issue regulations		
	2) The number of staff involved in finalizing regulations		
	3) Expertise/qualifications required for final-rulemaking staff		
	4) Means of announcing new regulations (E-mail, Hard copies etc)		
	6. Evaluation of effects of new regulations		
	1) Existence/lack of system for evaluating effects of new regulations		
	2) Outline of system		

**Summary List on Regulation, Certification system and compliance Check system**

**2. Certification System**

Item	Sub-item		
Certification system	1. Certification body		
	2. Certification type	System certification	
		Parts certification	
		Vehicle type approval	
	3. Mutual recognition agreement	Exist or not	
The name of MRA			
4. Certification flow chart			
Regulation providing certification framework (legal system)	1. Name of regulation		
	2. Jurisdictional government office	Make regulations	
		Examine application documents	
		Inspect Sample Vehicles	
3. Mandatory system / parts certification items			
4. Approval body			
Certification procedure and management	1. Certification test	Government lab	
		3rd party lab	
		Foreign lab.	
		Accept manufacturers' test reports	
2. Certification documents			
3. Approval period only for processing application documents			
4. Examination fee			
Certification facilities (Public)	1. Certification test lab.		
	2. Size of certification test lab.	Test equipment	
		Accuracy, cross-checking	
	3. Staff of certification test lab. (number, expert level, skill)		
	4. Training for staff of certification test lab.		
	5. Business of certification test lab.(only certification or both certification and R&D)		
	6. Criteria for testing lab. Approval	Supervisory department/office	
Standard for management & maintenance			
7. Statistics on certification & approval (reference)	No. of examined vehicles per year		
	No. of examined items per year		
	No. of examined vehicle types per year		
Certification facilities (3rd party)	1. Certification test lab.		
	2. Size of certification test lab.	Test equipment	
		Accuracy, cross-checking	
	3. Staff of certification test lab. (number, expert level, skill)		
	4. Training for staff of certification test lab.		
	5. Business of certification test lab.(only certification or both certification and R&D.)		
	6. Criteria for testing lab. approval	Supervisory department/office	
Standard for management & maintenance			
7. Statistics on certification & approval (reference)	No. of examined vehicles per year		
	No. of examined items per year		
	No. of examined vehicle types per year		

3. Mass-Produced Vehicle Compliance

Items	Sub-items		
Conformity of Production (COP)	1. COP Existence and its method		
	2. The name of auditing organization		
	3. The number of COP auditors		
	4. Treatment of non-compliance (including penalties)		
	5. Law/ Regulation System (Domestic regulation)	Related regulations	
		Jurisdictional government office	
	6. Initial assessment	Compliance checking of mass-produced vehicles	
Quality control system of the plant			
Market Surveillance (reference only)	1. Regulation system (Existence, Profile)		
	2. Check items	Safety	
		Environment	
		General	
	3. Checking techniques		
4. Testing lab			
Vehicle Inspection (reference only)	1. Existence of inspection system and its organization		
	2. Government office supervising in-use inspection		
	3. Check items of in-use inspection	Facilities	
		The number of inspectors	
Recall (reference only)	1. Recall system	Existence of system	
		Profile	
	2. Related laws/ regulations		
	3. Jurisdictional government office		

## Action Plans

### 1. Regulations

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
Safety/Environmental Regulation System				
Flow of Rule-making				
Understanding on International Movements				
Formulate Policy on Rule-Making and Make Technical Regulations Drafts				
Evaluation of Effects on New Regulations				

### 2. Type Approval System

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
Type Approval System/Framework Law				
Type Approval Process/Operation				

### 3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 <sup>st</sup> Step (2002)	2 <sup>nd</sup> Step (2005)	3 <sup>th</sup> Step (2010)
Conformity of Production (COP)				