

Final Report

APEC Road Transport Harmonization Project Phase V, Stage 3

Tender: Road Transport Harmonization Project No. TPT 02/2002

Submitted to:
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(JASIC)

APEC Road Transport Harmonization Project

2002 Consultant Final Report

Contents

- 1. Introduction**
- 2. Outline of Methodology and Task Schedule**
 - I. Formulating Action Plans**
 - II. Follow-up to nine APEC member economies**
 - III. Holding a Multilateral Workshop**
- 3. Consultation Working Activities**
- 4. Findings and Results of each Task**
 - 4.1 Analysis of Current Status**
 - 4.2 Developing Specific Guidelines**
 - 4.3 Formulating and Following Action Plans**
 - 4.4 Follow-up to nine APEC member economies**
 - 4.5 Identifying the common problems and possible solutions**
 - 4.6 Holding a Multilateral Workshop**
- 5. Overall Review**

Attachments

Schedule

Attachment (1) Task Schedules <RTHP Phase V Stage 3>

Follow-up

- Attachment (2) Phase V Stage 3 Follow-up Survey: Australia
- Attachment (3) Phase V Stage 3 Follow-up Survey: Thailand
- Attachment (4) Phase V Stage 3 Follow-up Survey: China
- Attachment (5) Phase V Stage 3 Follow-up Survey: Hong Kong, China
- Attachment (6) Phase V Stage 3 Follow-up Survey: New Zealand
- Attachment (7) Phase V Stage 3 Follow-up Survey: Chinese Taipei
- Attachment (8) Phase V Stage 3 Follow-up Survey: Singapore
- Attachment (9) Hearing note and revised Action Plans for Thailand
- Attachment (10) Hearing note and revised Action Plans for China
- Attachment (11) Hearing note and revised Action Plans for Hong Kong, China
- Attachment (12) Hearing note and revised Action Plans for Chinese Taipei

Develop Action Plans

- Attachment (13) Questionnaires for Philippines
- Attachment (14) Questionnaires for Malaysia
- Attachment (15) Specific Guidelines for Philippines
- Attachment (16) Specific Guidelines for Malaysia
- Attachment (17) Action Plans for Philippines
- Attachment (18) Action Plans for Malaysia

Workshop

- Attachment (19) Agenda of APEC TPT RTHP Phase V Stage 3 Workshop
- Attachment (20) Presentation - Keynote Speech
- Attachment (21) Presentation - Introduction by JASIC
- Attachment (22) Presentation - Introducing of Technical Regulations by JASIC
- Attachment (23) Presentation - '98 and '58 Agreement under UN/ECE/WP29 by JASIC
- Attachment (24) Presentation - MRA and Certification by JASIC
- Attachment (25) Presentation - Mutual Recognition Consideration of MRA in Thailand
- Attachment (26) Presentation - MRA under UN/ECE 1958 Agreement by MLIT
- Attachment (27) Presentation - Efficient Certification System in Asia by OICA/JAMA
- Attachment (28) Presentation - Mutual Recognition of Certification by OICA/JAMA
- Attachment (29) Report of APEC TPT RTHP Phase V Stage 3 Workshop
- Attachment (30) Participants list to APEC TPT RTHP Phase V Stage 3 Workshop

1. Introduction

The Road Transport Harmonization Project No.02/2002 started March 1, 2002 based on a contract concluded between the APEC Secretariat and JASIC.

The outline of this project had mainly following 3 items.

1. Providing advice to APEC member economies that does not have consultation yet in the Road Transport Harmonization Project Phase V Stage 1 and 2, and assist these APEC member economies to develop Action Plans if they so wish.
2. Providing additional technical information and advice to the nine APEC member economies that participated in the Road Transport Harmonization Project Phase V Stage 1 and 2, and developed strategies (Action Plans) to provide effective certification systems and internationally harmonized regulations if they so wish.
3. Hold a multilateral workshop to discuss options to facilitate the negotiation of mutual recognition arrangements between economies in the APEC region and find the common problems and possible solutions.

Before carrying out these tasks, JASIC asked all economies (except economies fitted with the target) whether they had intention of participating in the follow-up program or new development program by the end of March.

Refer to Attachment (2) to (8).

Out of them, six economies expressed their intention to participate in this program.

As an APEC consultant, JASIC had served them to achieve global harmonization of the Technical Regulations.

Economies participated in the past Road Transport Harmonization Projects are shown in the following chart.

(Chart 1: List of economies participated in RTHP projects)

	Stage 1 (1999)	Stage 2 (2000)	Stage 3 (2002)
Australia	X		
Thailand	X		F
China		X	F
Hong Kong, China		X	F
Chinese Taipei		X	F
Indonesia		X	
New Zealand		X	
Singapore		X	
Vietnam		X	
Malaysia			X
Philippines			X

(Note: X: participated F: follow-up Action Plans)

Economies in APEC who have not taken part in these projects are exempted to make their own Action Plan for promoting the Harmonized Technical Regulation that is a common goal in APEC.

We at JASIC are honored to have been able to take part in this project.

We hope that each APEC member economy will make effective use of the findings presented herein and that the results of Phase V Stage 3 will serve further promotions to achieve the Goal of Bogor Declaration.

2. Outline of Methodology and Task Schedule

The following 12 step approaches were taken.

I. Formulating Action Plans

Task 1: Current Status Analysis Stage

JASIC circulated the following forms to the economies whose participation had been confirmed and helped them to fill out the forms.

“Questionnaire on the Technical Regulations, Certification and Compliance Check Systems”

“Summary List on the Technical Regulations, Certification and Compliance Check Systems and Specific Guidelines”

Task 2: Specific Guidelines Setting Stage

JASIC helped participating APEC economies to envision the targeted state of the Technical Regulations, Certification and Compliance Check Systems.

Participating economies developed specific guidelines using the forms circulated at Task 1.

Task 3: Formulating Action Plans Stage

JASIC helped participating economies to formulate draft action plans to fill in the gap between the current status and the specific guidelines.

II. Follow-up to nine APEC member economies

Task 4: Confirming their progress on nine APEC member economies

JASIC confirmed the latest situation and problems in achieving the developed Action Plans of the economies by investigation letter,

especially progress of the 1st step of Action Plans. Upon the requests of the economies, JASIC engaged in consultations for six economies in their spots relating to the systems for implementing of the Technical Regulations and Certification Systems. The consultants of JASIC were formed into three parties.

The first term for China, the second one for Chinese Taipei and Hong Kong, China, the third one for Philippines, Malaysia and Thailand.

Their visiting schedules were as follows.

Philippines: June 27 (Thursday) - June 28 (Friday)

Thailand: July 1 (Monday) - July 2 (Tuesday)

Chinese Taipei: July 1 (Monday) - July 2 (Tuesday)

Malaysia: July 3 (Wednesday) - July 4 (Thursday)

Hong Kong, China: July 4 (Thursday)

China: July 8 (Monday) - July 12 (Friday)

Trough there meetings with governments and industries, the consultants assisted these economies in reviewing their Action Plans to be more practical. All economies thanked the consultants for their serious efforts.

Task 5: Helping and supporting those economies to solve the common problems at workshop and individual problems

Through consultant activities with APEC economies, JASIC identified following four items as the common issues.

- (1) Understanding significance of ECE/GTR Regulations
- (2) The points (or benefits) of Mutual Recognition Agreement

(3) The difference between the Technical Regulations and Standards

(4) The Importance of capacity building

Theme (1), (2) and (4) above should be discussed at the Multilateral Workshop, item (3) has been stated in Progress Report No.2.

Refer to Attachment (19) to (30).

III. Holding a Multilateral Workshop

Task 6: Preparation of options to facilitate the negotiation of Mutual Recognition Agreements between economies in the APEC region

JASIC made requests for comments and suggestions to all economies what subjects should be taken at the workshop and also consulted with participated economies at the meetings.

However, JASIC had never received any suggestions or comments from any economy except the Overseer.

So, JASIC International Cooperation Committee had some meetings to discuss appropriate themes for the workshop and got some ideas including the Overseer's suggestion on deciding the agenda.

To understand more deeply on Mutual Recognition Agreements, the Committee had concluded to chair the workshop as a kind of "Panel Discussion Method" and to put emphasis on the study of MRA.

Task 7: Make necessary arrangements for the workshop, e.g., deciding meeting agenda, speakers, preparing meeting documents, etc.

JASIC consulted with steering committee members and the overseer about the draft agenda of the workshop on August 6, 2002.

Some comments and suggestions about the draft agenda were brought to JASIC. Considering those comments, Agenda of APEC TPT RTHP Phase V Stage 3 Workshop were distributed to all economies on August 16, 2002.

Refer to Attachment (19).

Task 8: Hold a Multilateral Workshop to be held together with 21st TPT-WG meeting to discuss the common problems and possible solutions

Multilateral Workshop was held on September 24 in Brisbane, Australia.

Total of 29 persons from eleven economies and two international industrial organizations participated in the meeting.

Task 9: Submission of Progress Report No.1

Progress Report No.1 was submitted to the APEC Secretariat on March 4, 2002.

Task 10: Submission of Progress Report No.2

Progress Report No.2 was submitted to the APEC Secretariat on August 30, 2002. At RTHP meeting, copies were distributed to all participants and recognized by unanimous consent.

Task 11: Submission of Draft Final Report

Draft Final Report was submitted to the Overseer and all members in November 29, 2002.

Task 12: Submission of Final Report

Final Report has been submitted in December 24, 2002.

3. Consultation Working Activities

November 19, 2001	Bid for Phase V Stage 3
March 1, 2002	Contract between APEC Secretariat and JASIC was concluded
March 4	20 th APEC TPT RTHP meeting in Manila, Philippines Progress Report No.1 was approved at the meeting Progress Report No.1 was submitted to the APEC Secretariat
May 9	JASIC International Cooperation Committee was held
June 12	JASIC International Cooperation Committee was held
June 27-28	Experts had meeting with Philippines in Manila
July 1-2	Experts had meeting with Thailand in Bangkok
July 1-2	Experts had meeting with Chinese Taipei in Taipei
July 3-4	Experts had meeting with Malaysia in Kuala Lumpur
July 4	Experts had meeting with Hong Kong, China in Hong Kong
July 8-12	Experts had meeting with China in Beijing and Tianjin
July 9	JASIC International Cooperation Committee was held
August 6	Draft Agenda of APEC RTHP Workshop was distributed
August 28	JASIC International Cooperation Committee was held
August 30	Progress Report No.2 was submitted to the APEC Secretariat
September 11	JASIC International Cooperation Committee was held
September 13	Final Reminder of the Workshop in Brisbane mailed from JASIC
September 23-26	21 st APEC TPT RTHP meeting in Brisbane, Australia Progress Report No.2 was approved by unanimous consent
September 25	Consultation meeting with China in Brisbane, Australia
October 8	Report of the Workshop was distributed to all economies and the APEC Secretariat
November 29	Draft Final Report was submitted to all economies and the APEC Secretariat
December 10	Seminar on Harmonization and MRA was held in Beijing
December 24	Final Report has been submitted to all economies and the APEC Secretariat

To add above activities, the project expert meetings were held at JASIC every Wednesday afternoon.

4. Findings and Results of each Task

As a consultancy of the APEC Road Transport Harmonization Project, JASIC has been doing their best efforts to carry out the plans.

Attachment (1) shows the progresses that have been achieved by the end of November 2002.

Before carrying out these tasks, we sent the letters with the Questionnaires to nine economies to ask whether they had intention of participating in the follow-up program by the end of March.

Seven economies of them answered the above Questionnaires by the time limit (last day of March). Two of them, the Republic of Indonesia and Vietnam did not answered to us.

Four of seven economies expressed their intention to participate this program respectively.

To add to these economies, Philippines showed its intention to participate this program at 20th APEC TPT RTHP meeting in Manila, Philippines.

Besides, Malaysia requested us to visit and tell about RTHP activities.

Refer to Attachment (2) to (8).

4.1 Analysis of Current Status

APEC Consulting for People's Republic of China

JASIC had the meetings with the following organizations.

State Economic and Trade Commission (SETC)

State Environmental Protection Administration (SEPA)

China Automotive Technology and Research Center (CATARC)

China Association of Automobile Manufacturers (CAAM)

The consultants of JASIC pointed out potential problems with respects to the Technical Regulations and Certification Systems in China.

- (1) Organizations for safety and/or environmental policy-making and actual rule-making are different.
- (2) Organizations handling certification of domestically produced vehicles and imported vehicles are different.

JASIC proposed the following measures.

Option 1: Merge and reorganize various authorities relating to vehicle administration into one combined authority.

Option 2: Establish a standing committee where the related authorities discuss and decide the issues on vehicle administration such as vehicle technical regulations, certifications including COP, registration, periodical vehicle inspection, etc.

Option 3: The vehicle administration responsibility (1) - (7) is clearly allocated without duplication.

- (1) Formulation Safety Policy
- (2) Formulating Environmental Policy including vehicle emissions and noise
- (3) Making Safety Technical Regulation
- (4) Making Environmental Technical Regulations
- (5) Granting Type Approval / Conformity of Production (COP)
- (6) Vehicle Registration
- (7) Vehicle Periodical Inspections

Refer to Attachment (10).

Complying with China's request to JASIC, as third consultations with China, Seminar on Harmonization and MRA was held on December 10, 2002 in Beijing. More than forty people had participated from the Chinese related Government and Industries and deepened their understandings of 1958 Agreement, importance of MRA, WP29, etc.

APEC Consulting for Hong Kong, China

JASIC had the meetings with the following organizations.

Transport Department, Hong Kong, China (TD)

Environmental Protection Department, Hong Kong, China (EPD)

(1) Outline

1. Preparation for safety law

Traffic safety targeted vision (2012) has been established. One of the options in reducing traffic fatalities is to introduce better-designed vehicles, and the content of the safety regulations are now reviewed with a view to harmonize with international practices.

TAR (Type Approval Regulation) would be promulgated on July 2003 and come into effect on July 2004. By the time, the Technical Regulations for passenger vehicles (M1 category) should be introduced.

2. Preparation for environmental law

The regulation amendment is to be notified by the official gazette. The industries have been invited to discuss on this issue 2 years in advance.

3. Understanding on international movements

Hong Kong, China will be scheduled to participate WP29, if they consider it would be beneficial.

4. Type approval operation

Hong Kong, China will start type approval system (unify environment and safety certification system) in accordance with the TAR (Type Approval Regulation).

On verification practices, the Government is to examine applications by 3rd party compliance test reports and give them an approval finally.

5. COP

COP check for exhaust emission will be in place in September 2002. EPD makes a plan to get sample data of mass produced vehicles from manufacturers and examine them for COP.

6. Control system of administrative function

ETWB (Environment, Transport and Works Bureau) has just started to exercise since July 1, 2002 and it oversees the policy matters of TD (Transport Department), EPD (Environmental Protection Department) and EMSD (Electric and Mechanical Service Department).

Refer to Attachment (11).

APEC Consulting for Chinese Taipei

JASIC had the meetings with the following organizations.

Department of Railways & Highways, Ministry of Transportation and Communications (MOTC)

Institute of Transportation, Ministry of Transportation and

Communications (MOTC)

Automotive Research & Testing Center (ARTC)

Taiwan Transportation Vehicle Manufacturers Association (TTVMA)

(1) Outline

1. Introducing international harmonization of regulations into Chinese Taipei
ARTC has been in course of preparation with about 30 items (specially for safety) based on ECE regulations. ARTC expressed that the plan would be officially announced by 2005.

2. Flow of Rule Making

JASIC proposed 28 items based on ECE regulations, 21 of which have been recommended by Mr. Kimberlee, former chairman of RTHP, and additional 7 have been recommended by JASIC.

These are expected to be studied among concerned organizations.

3. Law of the Type Approval

No discussion on MRA had been done before. Because no vehicles have been exported from Chinese Taipei. JASIC asked them to discuss on MRA with related organizations in Chinese Taipei.

The consultants stated that MRA is due to be discussed at the Workshop that will be held in Brisbane, Australia.

4. COP procedures

Though there is no description about COP in the Action Plans for Chinese Taipei, they are studying what COP is. The information about it will be welcomed.

Refer to Attachment (12).

APEC Consulting for Philippines

JASIC had the meetings with the following organizations.

Department of Transportation and Communications (DOTC) /Land
Transportation Office (LTO)

Department of Environment and Natural Resources (DENR)
/Environment Management Bureau (EMB)

Department of Trade and Industry (DTI) /Bureau of Product Standards
(BPS)

As Philippines is not a regular participant of the RTHP meeting, we provided information regarding RTHP activities and lectured about Harmonization of the Technical Regulations, Mutual Recognition and the procedure of making Action Plans with the texts made by JASIC.

After holding discussion about them, we have focused on the contents of Specific Guidelines based on the Questionnaires that had been made by the consultants in advance.

Refer to Attachment (13).

In Philippines, DTI/BPS draws up basics plans of Technical Standards (PNS: Philippines National Standards) for Automobiles and DTI has the function to legislate the plans. On the other hand, LTO has the function to implement each of regulations with the notice of DAO (Department Administrative Order).

Discussions for making drafts for the technical regulations are settled in the technical committee named TC44 which is consist of DOTC/LTO, DTI/BPS, DENR/EMB, the industries and related persons from IAC (Inter Agency

Committee).

As for regulations against the exhaust emission gas, the Government will accept the test reports from the automakers and will not intend to have any Test Laboratory for the certification.

APEC Consulting for Thailand

JASIC had the meetings with the following organizations.

Ministry of Transport (MOT)/ Department of Land Transport (DLT)

Ministry of Industry (MOI)/ Thai Industrial Standards Institute (TISI)

Thai Automotive Institute (TAI)

Thai Automotive Industry Association (TAIA)

JASIC could confirm the shared function between DLT and TISI concerned with the Certification.

Both top of DLT and TISI had reached an agreement that TISI would take care of parts and exhaust emission system approvals, whereas DLT would take care of other system approvals than exhaust emission system in addition to vehicle approvals. (At present, the head of DLT and TISI still has not signed the written agreement yet.)

(1) DLT has organized three Safety Standards Working Groups. WG 2 is engaged in the study of the technical regulations, WG 1 is under the study of the vehicle type approval system, WG 3 is taking care of “Contracting Party WP29” such as the investigation of progress of WP29 activity, participation of WP29/GR and considering joining 58/98 Agreements.

- (2) In connection with joining of 58/98 Agreements of WP29, WG 3 will consider and study in detail along with auto industries for one year and move for further steps e.g. holding workshop and public hearing from the point view of economic/legal impact to decide whether to join or not.
- (3) With respect to introducing ECE regulations, WG 2 is discussing which ECE regulation will be studied in detail and will make a proper action among DLT, the industry and relevant agencies.

DLT is considering restructuring the organization to be more appropriate for present and future works.

Refer to Attachment (9).

APEC Consulting for Malaysia

JASIC had the meetings with following organizations.

Ministry of Transport (MOT)/ Road Transport Department (RTD)

Department of Environment (DOE)

Malaysia is not a regular participant to the RTHP activities, JASIC provided information regarding RTHP activities for a better understanding of them.

JASIC explained about Harmonization of the Technical Regulations, Mutual Recognition and the process of making Action Plans with the texts made by JASIC.

After some discussions about them, Malaysia and JASIC came to an agreement on the contents of Specific Guidelines based on the Questionnaires that had been made by consultants in advance.

Refer to Attachment (14).

Malaysia is planning to accede to 58/98 and 97 Agreements respectively.

The letter of proposal for ratification has been set to the National Diet.

JASIC expressed its hope that Malaysia would accede to these Agreements at an early stage.

4.2 Task 2 Developing Specific Guidelines

Specific Guidelines for Philippines and Malaysia are proposed.

Refer to Attachment (15) and (16).

4.3 Task 3 Formulating and Following up of Action Plans

Action Plans for China, Hong Kong, China and Chinese Taipei have been revised by the mutual agreements in the meetings.

China, Hong Kong, China and Chinese Taipei has made some progress in carrying out these plans for years. So, Action Plans for these economies altered somewhat.

Refer to Attachment (9) to (12).

Regarding Action Plans for Philippines and Malaysia, they have just completed their own plans.

Refer to Attachment (17) and (18).

4.4 Follow-up to nine APEC member economies

Both task 4 and 5 have been completed. These results are reported and included in Task 1 and Task 3 in this report.

4.5 Identifying the Common Problems and Possible Solutions

(1) The differences between the Technical Regulations and the Standards

JASIC has perceived the confusion between the meanings of Technical Regulations and Standards, which some economies stated in the Action Plans or in some materials. WTO TBT Agreement provides for the definition of these words. It clearly states the differences of the meanings between them. APEC RTHP members are expected to make the meanings of these words well known among related departments to be reflected in relevant administration works properly.

The definition of Technical Regulations and Standards are stated in the Agreement as follows.

*** Technical regulation**

Document which lays down product characteristics or their related processes and production methods, including the applicable administrative provisions, with which compliance is mandatory. It may also include or deal exclusively with terminology, symbols, packaging, marking or labeling requirement as they apply to a product, processes or production method.

*** Standard**

Document approved by a recognized body, that provides, for common and repeated use, rules, guidelines or characteristics for products or related processes and production methods, with which compliance is not mandatory. It may also include or deal exclusively with terminology,

symbols, packaging, marking or labeling requirement as they apply to product, process or production method.

(2) Method of Introducing ECE Regulations

Specified 28 items from ECE Regulations have been recommended as samples of core items at the Workshop.

(3) Capacity Buildings

It is important to keep the Certification Systems and the interpretation of the Technical Regulations proper for each member economy.

This theme has been discussed at the Workshop. It needs to be more pursued an argument to its logical conclusion among APEC.

4.6 Holding a Multilateral Workshop

Multilateral Workshop was held on September 23, 2002 in Brisbane, Australia.

Total of 29 persons from eleven economies and two international industries participated in the meeting.

JASIC warmly thanks the Overseer, Mr. Kimberlee and all participants for cooperation to hold the Workshop.

Resolutions of the meeting are as follows.

The importance of adopting the Harmonized Technical Regulations under 1958 Agreement and 1998 Agreement is held in common among all participants.

The issue what ought to be MRA including a monde MRA and Certification System has been discussed widely. It was proposed that the feasibility for mutual recognition under '98 Agreement should be more fully discussed with

governments and industries altogether in the future.

Summary of Workshop

At the beginning of the Workshop, Mr. Kimberlee, the former chairman of the RTHP, summarized the RTHP activities to look back over the past and to make them clear for the future.

As shown in the operational plan of the RTHP, this project should pursue introducing the internationally harmonized road vehicle technical regulations into APEC economies.

Acknowledgment of the United Nation's World Forum for Harmonization of vehicle Regulations (WP29) is the forum for all economies. To facilitate the activity, all economies are expected to join 1958/1998 Agreements, under the basis of which the mutual recognitions or harmonizing activities should be more stepped up to introduce the technical regulations for the vehicle safety and the environmental preservation.

A variety of discussions on his speech were actively argued for leading the implementations among the participants.

MRA (Mutual Recognition Agreement on Harmonized Regulations), which is an option to facilitate the negotiation of mutual recognition arrangements between economies, was put on agenda and discussed with some presenters.

During the discussions, an idea that the effective application of the GTR under 1998 Agreement could put to practical use of the mutual recognition was presented.

Furthermore, some participants suggested that the GTR could be integrated into 1958 Agreement after having been accepted in ECE Regulations. This would be a possibility to realize the mutual recognition with relatively ease.

So, JASIC will support this way as an effective application.

Another important question was the way to find the most suitable technical regulations for each economy. Answering above questions, some advices were reported on which regulations should be introduced.

When the economy introduces the Technical Regulation, it should keep some level of capacity building to evaluate and to interpret the Regulations properly for its certification system and its application.

Discussion for giving answers the way of capacity building had not fully

discussed at the Workshop, but the necessity of building had been held in common.

To be solved this matter, there should be built the proper arrangements with patience. Continuous discussion and planning for finding out the way are expected.

Refer to Attachment (19) to (30).

5. Overall Review

APEC Road Transport Harmonization Project Phase V has been completed the whole course of its activity at Stage 3.

The objective of the project is to train automotive technical regulations in APEC member economies in the skill required to implement the activities identified in the special guidelines and Action Plans prepared to established effective certification system and internationally harmonized regulations.

Through Stage 1 (1999) to Stage 3 (2002), total of eleven economies have participated in this activity. Philippines and Malaysia joined in the activity this year.

Economies participating the project are shown in Chart 2.

(Chart 2)

Economy	RTHP Activity			Comments	Agreement	
	A	B	C		'58	'98
China	x			Participating in WP29. Acceded to '98 Agreement.		x
Hong Kong, China	x			Recognizes ECE Regulations as the substitution.		
Chinese Taipei	x			Planning to introduce ECE Regulations.		
Indonesia	x			Planning to join into '58 and '98 Agreement in 2020.	(2020)	
New Zealand	x			Acceded to both '58 and '98 Agreement.	x	x
Malaysia	x			Participated in WP29 this year.	(2006)	
Philippines	x			Planning to participate in WP29 in 2004.		
Singapore	x			Planning to participate in WP29 in 2003.	(2005)	(2010)
Thailand	x			Participating in WP29 as an observer. Under consideration for joining into '58 & '98.	Under consideration	
Vietnam	x			Planning to participate in WP29 in 2005.		
Australia	x	x		Acceded to '58 Agreement.	x	
Canada		x		Acceded to '98 Agreement.		x
Japan		x		Introducing ECE Regulations into Domestic Regulation.	x	x
Korea		x		Starts Self Certification System in 2003.	Planning	x
Russia		x		Acceded to both '58 and '98 Agreement.	x	x
U.S.A.		x		Acceded to '98 Agreement.		x
Brunei			x	Unsettled whether will join or not in the Activity.		
Chile			x			
Mexico			x			
Papua New Guinea			x			
Peru			x			

Notes: A: Action Plans have been prepared
B: Systems already established
C: Expected to volunteer to prepare Action Plan by themselves in the future

At this Workshop,

- (1) The importance of adopting the Harmonized Regulations under 1958 Agreement and 1998 Agreement is held in common among all participants.
- (2) Mutual Recognition Agreements for certification of automotive products by using the Model Mutual Recognition Arrangement should be pursued by RTHP member

economies.

Through Stage 1 to 3, potential future activities have been identified.

- (1) Necessity of continued capacity buildings.
- (2) Necessity of continued cooperation of RTHP with Automotive Dialogue on harmonization activities.
- (3) Providing detailed information on steps needed in a rule-making process in order to develop effective and objective the technical regulations. (e.g. data collection, cost benefit analysis, public involvement, etc.)

Conclusion:

Tasks of Phase V were focused on participating WP29 and joining both 1958 Agreement and 1998 Agreement.

It is encouraging for APEC that almost all participating economies are planning to join '58 and '98 Agreements.

Unsettled economies who have not participated regularly in RTHP are expected to take part in APEC TPT RTHP activity and are expected to develop their own Action Plans referring this report.

JASIC would assist them to make their Action Plans if occasion arises in the future.

Task Schedules <RTHP Phase V Stage 3 Schedule>

F : Finish

I. Formulating Action Plans		Jan. 2002	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.
TASK 1	Current Status Analysis Stage Help participating economies to fill out the forms in order to clarify the current status and identify the weakness in each economy.		→	F									
TASK 2	Specific Guidelines Setting Stage Help participating economies to envision the targeted state of regulations, certification and compliance-check systems and to set specific guidelines for their own economies				→		F						
TASK 3	Formulating Action Plans Stage Help participating economies to formulate action plans to fill in the gap between "the current status" and "the specific guidelines"						→				F		
II. Follow-up to the nine APEC member economies													
TASK 4	Confirming the problem to fulfill their developed Action Plans for the economies by investigation letter		→				F						
TASK 5	Helping and supporting those economies to solve the common problems at workshop and individual problems						→				F		
III. Holding a Multilateral Workshop													
TASK 6	Preparation of option for facilitate the negotiation of mutual recognition Arrangements between economies in the APEC region				→						F		
TASK 7	Make necessary arrangements for the workshop, e.g., deciding meeting agenda, speaker, preparing meeting documents, etc.							→		F			
TASK 8	Hold a multilateral workshop to be held together with 21 st TPT-WG meeting to discuss the common problems and possible solutions									→ 24	F		
IV. Submitting Interim and Final Reports													
TASK 9	Submission of Progress Report 1		→	F									
TASK 10	Submission of Progress Report 2							→	F				
TASK 11	Submission of Draft Report									→			
TASK 12	Submission of Final Report											→	F

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- (X) Australia, () Thailand, () People's Republic of China, () Vietnam
() Hong Kong, China, () Indonesia, () New Zealand
() Chinese Taipei, () Singapore

Name: M C Kimberlee

Organization: Vehicle Safety Standards Department of Transport and Regional Services

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1(X) Action plan is used as basic policy.
2() Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4() other
Please specify()
If action plan is not used at all, why?
(reason:)

Q1-2 On Time / Delay

- 1() Action plan is being carried out on schedule.
2(X) Action plan is being carried out behind schedule.
3() For the moment, no action
4() other
Please specify()
If it is behind the schedule, why?
(reason: Limited resources available due to high work load caused by revision to Motor Vehicle Standards Act 1989 to amend arrangements applying to used imported vehicles.)

Q1-3 Necessity for amendment

- 1(X) Action plan without any amendments is being carried out.
- 2() Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify()

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

- Symbol O: on schedule
B: behind schedule ? (reason:)
A: amended or to be amended ? (reason:)
E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1(X) can manage to carry out action plan by itself
- 2() has intention to participate this year
- 3() hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

Thank you for taking your valuable time. We are looking forward to seeing in Manila.

Progress in Action Plans for Australia

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule
B: behind schedule ? (reason:)
A: amended or to be amended ? (reason:)
E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System	Australia needs to harmonize vehicle categories with ECE. Review is being undertaken and is scheduled for completion in 2000.	A (Vehicle Categories) B (Safety) O (Enviro) B (Noise)	Postponed until completion of ADR review. Harmonisation of regulations needs to be completed before the full impact of vehicle category harmonisation can be assessed. Review has been delayed. Expected date of completion 2002. Completed. Emission ADRs are aligned with UN/ECE R24 and R83. Existing noise requirements accept ECE R51/01 & 02 with additional mandatory limit for stationary test. Proposal to completely harmonise noise requirements with ECE R51/02 currently out for public comment
Flow of Rule-making 1.Understanding on International Movements	Consideration of accession to 1998 Agreement should be made.	B	Preparation of Regulatory Impact Statement and National Impact Analysis delayed due to lack of resources. Australia continues to be committed to acceding to the Agreement.
2.Making Harmonized Technical Regulations	Continue to examine the possibility to harmonize the remaining unique ADRs with corresponding ECE Regulations and Global Technical Regulations.	B	Review of the ADRs is continuing. Expected completion date is 2002. At this stage it is anticipated that a small number of unique ADRs will remain.

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	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 O O	1. Arrangements are being developed to allow issue of approvals to ECE Regulations. Expected completion 2002. 2. ECE approvals are already accepted for a number of ADRs. When Australia formally applies ECE Regulations under the provisions of the 1958 Agreement, ECE approvals must be accepted under the terms of the Agreement. 3. Where an ECE approval is accepted as having demonstrated compliance with an ADR, a COP is not normally conducted on the component supplier. After applying ECE Regulations, Australia is required to accept Appendix 2 arrangements. Following the review of the ADRs, Australia is likely to continue COP for whole vehicle type approval in the manner followed by the EU member states.
Process/Operation	Introduce arrangements to confirm compliance with ECE Regulation requirements and implementation procedures. 1. Compliance confirmed by governments 2. Utilize accredited test facilities (Technical Services)	B B	1. Arrangements are being developed where the Australian government will confirm compliance with applied ECE Regulations. 2. The initial plan is for the Department of Transport and Region Services to be the nominated Technical Service. This activity is behind schedule, however, it will only be necessary after Australia has applied ECE Regulations. Work is expected to commence in 2002.

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)	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.	B	This activity has been delayed due to lack of resources. Details are provided in 2. Process/Operation above. Consideration has yet to be given to the acceptance of ISO 9000 accreditation for COP for whole vehicle type approval.

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, **Thailand**, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name: _____

Organization: Department of Land Transport

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1(/) Action plan is used as basic policy.
2() Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4() other

Please specify ()

If action plan is not used at all, why?

(reason:)

Q1-2 On Time / Delay

- 1() Action plan is being carried out on schedule.
2() Action plan is being carried out behind schedule.
3() For the moment, no action
4(/) other

Please specify(**most of all activities are on schedule**)

If it is behind the schedule, why?

(reason: **Some activities eg. Improving technical regulation need time and resource to implement**)

Q1-3 Necessity for amendment

- 1() Action plan without any amendments is being carried out.
- 2(/) Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify()

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

Symbol / O: on schedule , ***in most of all activities.***

B: behind schedule ? (reason:)

/ A : amended or to be amended ? (reason: ***amend appropriately to the existing situation, e.g. improving technical regulations***)

E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1() can manage to carry out action plan by itself
- 2(/) has intention to participate this year, ***if it is not increase more workloads.***
- 3() hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

Thailand's Action Plan in RTHP Phase V Stage 1 recommended by JASIC is preliminary Action Plan. Some activities cannot implement simultaneously but in a sequence, and some activities need to be modified by taking into account of the country's existing situation. Those rationales caused to draft local action plan with more pragmatic approach: Plan for Setting up Vehicle Type Approval System 2000-2009. This plan cover all activities mentioned in RTHP Action Plan.

Thank you for taking your valuable time.

Progress in Action Plans for Thailand

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule
B: behind schedule ? (reason:)
A: amended or to be amended ? (reason:)
E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System	-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.	O	This issue has been talked with TISI earlier this year and proposed possible solutions to avoid the overlapping.
	-Establish a system which enables that there is no discrepancy in LTD and TISI technical requirements.		
Flow of Rule-making 1.Understanding on International Movements	-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.	O	Working Group for Considering on Participating in Agreement of WP.29 setup and consist of related government agencies, the industry and the academia. The first meeting held in January 2002.
	-Continue participating in WP.29 as an observer.	O	This activity still the prime priority to implement as the budget availability.
	-Join 1998 Agreement.	O	At the moment the Working Group start to discuss in detail on 1958 and 1998 Agreement in economic, social and legal aspects.

2. Formulate Policy on Rule-Making and Make Technical Regulations Drafts	-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.	O	Advisory Committee for Implementing Plan for Setting up Vehicle Type Approval System set up and formed 3 working groups to implement the Plan.
	-Making the schedule of harmonization of ECE through the above mentioned advisory committee.	O	The first agenda of the Working Group on Improving Technical Regulations to study and release the schedule. At the moment the industry are in consideration of the regulation list.
	-Establish Type Approval system (whole vehicle and system/components) and harmonize 25 ECE regulations.	O A	Working Group for Considering Vehicle Type Approval System setup and consist of related government agencies, the industry and the academia. The first meeting held in March. Draft WVTA for passenger car, pick-up truck and motorcycle are discussed during the meeting. Working Group on Improving Technical Regulations need more time and resources to improve the existing technical regulations and draft new regulations, especially detail study, lead time.
3. Evaluation of Effects on New Regulations	Continue to review current regulations in parallel with harmonizing ECE regulations.	O	This activity will implement in a sequence of the previous activity : Making the schedule of harmonization of ECE through the above mentioned advisory committee.

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	-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.	O	Mentioned in the above.
	-Study the potential type approval systems which can be implemented by test report acceptance and with test facilities.		This activity will be discussed later in the relevant Working Group.
	-Start type approval systems by test report acceptance for Motor Vehicle Act.		
Process/Operation	-Provide transition processes and plan for smooth implementation of new type approval system.	O	This activity will be discussed later in the relevant Working Group.
	-Reform and arrange organization of LTD to cope with the subsequent work after joining 1958 Agreement.	O	Working Group for Reorganising Engineering and Safety Bureau set up and held twice meetings this year to adjust the Bureau to cope with future works.

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)	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.		This activity will be discussed later in the Working Group for Considering Vehicle Type Approval System.

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, Thailand, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name: People's Republic of China

Organization: China State Economic & Trade Commission

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1() Action plan is used as basic policy.
2(**V**) Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4() other
Please specify ()
If action plan is not used at all, why?
(reason:)

Q1-2 On Time / Delay

- 1(**V**) Action plan is being carried out on schedule.
2() Action plan is being carried out behind schedule.
3() For the moment, no action
4() other
Please specify ()
If it is behind the schedule, why?
(reason:)

Q1-3 Necessity for amendment

- 1() Action plan without any amendments is being carried out.
- 2() Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify()

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

- Symbol O: on schedule
B: behind schedule ? (reason:)
A: amended or to be amended ? (reason:)
E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1() can manage to carry out action plan by itself
- 2() has intention to participate this year
- 3() hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

Progress in Action Plans for China

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule

B: behind schedule ? (reason:)

A: amended or to be amended ? (reason:)

E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress*	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System	-On the basis of current situation of Chinese government auto products administration and auto safety/environmental regulation system, make great efforts on the harmonization of various authorities in vehicle administration.	O	
	-Begin the draft of basic laws for vehicle administration, such as Vehicle Act, and the revision of related current laws such as Chinese Standardization ACT, etc...	O	Related Chinese government authorities have begun the draft of laws for vehicle administration.
	-Establish a complete technical regulation system in China.	O	It is just in progress according to the plan. Harmonization and adjustment are needed in some detail to make them in better order.

<p>Flow of Rule-making</p> <p>1.Understanding on International Movements</p>	<p>-Establish a standing organization on the participation in ECE/WP29 meetings. Regularly participate in ECE/WP29 administrative committee meeting and selected GR subcommittee meetings.</p>	O	
	<p>-Establish a normal information issuing channels, which include:</p> <ol style="list-style-type: none"> 1. make use of WP29 and APEC/TPT Internet Website. 2. specifically establish a home page of international auto technical regulation in Chinese Auto Information Network. 3. report development of WP29 and RTHP in magazine of Auto Standardization. 4. regularly hold industrial meeting to introduce recent development of WP29 and RTHP. 	O	
	<p>-Sign 1998 Global Agreement.</p>	O	
<p>2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts</p>	<p>-Draft procedure rules for technical regulation formulation & revision</p>	B	<p>The draft of procedure rules for technical regulation formulation & revision is just in the stage of research.</p>
	<p>-Make adjustment and enlargement to CWP29.</p>	O	
	<p>-Adopt more ECE regulations to improve CMVDR and auto mandatory standards system during the process of initially establishing type approval system (including complete vehicle and system/parts)</p>	O	<p>In expression, amend CMVDR to read: administrative documents</p>
	<p>-With the publication of Global Technical Regulations, adopt these regulations into Chinese auto technical regulation system.</p>	O	
<p>3.Evaluation of Effects on New Regulations</p>	<p>-Initially establish evaluation system on new regulation implementation effects.</p>	B	<p>Now it is just in the progress of establishing evaluation system on new regulation implementation effects. Add a new sentence to read: " Revise Chinese mandatory standards and administrative documents in time according to the development of Chinese auto industry. "</p>

2. Certification System

Item	Each Action Plan	Progress*	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	Make a reform on current contents of Catalogue Administration System. Initially establish auto type approval system (including complete vehicle, parts and system).	B	Now it is just in the progress of reforming Chinese current system of auto products administration. As an active preparation in implementing type approval system in China, the content of internationally current type approval system will be introduced comprehensively into China to replace Chinese original Catalogue Administration system gradually. As this work has great influence to Chinese auto industry, 2--3 years of transitional period is needed.
Process/Operation	Carry out type approval on complete vehicles, parts and systems according to international practice and procedure.	B	Type approval on complete vehicles has begun according to plan. For auto parts and system a period of delay is needed. Now only on a few auto parts, the type approval has been carried out.

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress*	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)	Carry out COP administration for auto products.	B	COP administration has begun for part of passenger cars from 2001, and has begun for motorcycles from 2002. For other auto products the implementation of COP administration will be delayed.

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, Thailand, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name: Mr. Ying-ming LI

Organization: Transport Department, The government of Hong Kong Spical Administrative Region, China

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1() Action plan is used as basic policy.
2() Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4() other

Please specify ()

If action plan is not used at all, why?

(reason:)

Q1-2 On Time / Delay

- 1() Action plan is being carried out on schedule.
2() Action plan is being carried out behind schedule.
3() For the moment, no action
4() other

If it is behind the schedule, why?

(reason: **To provide longer consultation with the parties concerned and need more time to develop a transitional arrangement.)**

Q1-3 Necessity for amendment

- 1() Action plan without any amendments is being carried out.
- 2(**X**) Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify()

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

- Symbol O: on schedule
- B: behind schedule ? (reason:)
- A: amended or to be amended ? (reason:)
- E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1() can manage to carry out action plan by itself
- 2(**X**) has intention to participate this year
- 3() hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

Can we have the details on the follow up programe?

Thank you for taking your valuable time. We are looking forward to seeing in Manila.

Progress in Action Plans for Hong Kong

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule

B: behind schedule ? (reason:)

A: amended or to be amended ? (reason:)

E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System 1.Safety law	To review Road Traffic Ordinance and vehicle design and construction related Regulations to accommodate latest international technical requirements.	O	
	To introduce vehicle type approval system based on internationally harmonized technical standards.	B	To provide longer consultation with the parties concerned and need more time to develop a transitional arrangement.
2.Environmental law	To clarify rule-making process.	O	
Flow of Rule-making 1.Understanding on International Movements	To participate in WP29 as an observer.	O	

2. Formulate Policy on Rule-Making and Make Technical Regulations Drafts	To establish an advisory body constituted by representatives from the industries, government and academy, etc.	O	
	To establish a working group consisting of experts from different fields.	O	
	To make mid-long term plan to introduce ECE Regulations.	O	
	To clarify the procedure from rule-making to adoption.	O	
3. Evaluation of Effects on New Regulations			

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	To establish a legislative framework for type approval system.	B	Certification system is part of type approval requirement under consideration. To provide longer consultation with the parties concerned and need more time to develop transitional arrangement.
Process/Operation	To study type approval system in well-developed countries and region and establish a type approval system and procedure for Hong Kong.	B	To provide longer consultation with the parties concerned and need more time to develop transitional arrangement. Meanwhile, it is also necessary need more time to study common practices concerning vehicle type approval in developed countries and region in order to make our scheme compatible with most of the well-established certificate system worldwide.

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)	To formulate action plan to introduce COP (required by 1958 Agreement system).	B	COP is part of type approval requirement under consideration. There is a need to provide longer consultation with the parties concerned and need more time to develop transitional arrangement.

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, Thailand, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name:

Organization:

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1 Action plan is used as basic policy.
2 Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3 Action plan is not used at all
4 other
Please specify()
If action plan is not used at all, why?
(reason:)

Q1-2 On Time / Delay

- 1 Action plan is being carried out on schedule.
2 Action plan is being carried out behind schedule.
3 For the moment, no action
4 other
Please specify()
If it is behind the schedule, why?
(reason:)

Progress in Action Plans for New Zealand

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol

O: on schedule

B: behind schedule ? (reason:)

A: amended or to be amended ? (reason:)

E: excluded ? (reason:)

1. Regulation

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System			
Flow of Rule-making 1.Understanding on International Movements	Join the 1958 and 1998 Agreement and constantly participate in WP.29 meeting.	O	
2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts	Adopt ECE regulations according to the planned schedule by VSAC.	O	
3.Evaluation of Effects on New Regulations			

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	-Formalize the legal framework for international certification system.	○	
	-Continue to accept manufacturers' self-certificate as domestic certification.	○	
Process/Operation			

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)			

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, Thailand, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name: Huang, Ming-cheng (Vice-Researcher)

Organization: Institute of Transport , Ministry of Transportation and Communications

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1() Action plan is used as basic policy.
2() Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4(X) other

Please specify (The most items of action plan are used as basic policy, some items are not.)

If action plan is not used at all, why?

(reason: _____)

Q1-2 On Time / Delay

- 1() Action plan is being carried out on schedule.
2() Action plan is being carried out behind schedule.
3() For the moment, no action
4(X) other

Please specify (The most items of action plan are being carried out on schedule, some items are not.)

If it is behind the schedule, why?

(reason: There are some problems to execute some item of action plan.)

Q1-3 Necessity for amendment

- 1() Action plan without any amendments is being carried out.
- 2(X) Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify()

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

Symbol O: on schedule

B: behind schedule ? (reason:)

A: amended or to be amended ? (reason:)

E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1() can manage to carry out action plan by itself
- 2(X) has intention to participate this year
- 3() hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

There are some problems for Bureau of Standards, Metrology and Inspection, M.O.E.A. to execute the item of action plan: "Establish the Quality control requirements by the BSMI."

BSMI will connect directly with JASIC to discuss these problems.

Thank you for taking your valuable time. We are looking forward to seeing in Manila.

Progress in Action Plans for Chinese Taipei

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule
 B: behind schedule ? (reason:)
 A: amended or to be amended ? (reason:)
 E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System 1. Adoption of Internationally Harmonized Technical Regulations and definitions	-Adopt several ECE safety regulations, in principle, from the basic items for which the third testing laboratories have experiences and testing equipment.	O	Existing regulation are generally harmonized with ECE.
	-Study the ECE exhaust emission regulations for revising current emission standards.	O	
2. Separation of performance and quality requirements	-Study and make plan to clarify the parts performance requirements in accordance with the ECE regulations	O	
	-Establish the Quality control requirements by the BSMI.	---	
3.Communications	Establish the system for periodical communications among related sections	O	MOTC is considering to establish a committee for periodical communication and communication with public
Flow of Rule-making 1. Establishment of the Authorized Advisory Body	Establish the Central Advisory Committees for Vehicle Safety and Environment.	O	The above-mentioned committee will serve as this kind of committee

2. Transparency of Formulate Policy on Rule-Making and Make Technical Regulations Drafts	Establish the system to communicate with the public	O	MOTC is considering to establish a committee for periodical communication and communication with public
3. Searching the Information	Organize the technical working group under the MOTC, and EPA, or the third testing laboratory for studying the worldwide trend and information.	O	We already have this kind of technical working group.

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	Investigate the way to adopt the mutual recognition of certification in APEC.	O	We are conducting a project to survey the method to use MRA. It will conclude with some items of parts.
Process/Operation		O	

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)		O	Currently, our regulation has described the COP function.

**APEC-TPT RTHP Phase V Stage 3
Action Plan Follow-up
< 9 Economies Survey >**

Your economy (Please choose)

- Australia, Thailand, People's Republic of China, Vietnam
 Hong Kong, China, Indonesia, New Zealand
 Chinese Taipei, Singapore

Name:

Organization:

Q1. It has passed a few years since action plan was formulated. We would like to know how the action plan is utilized and followed in your economy?

Please tick the most similar situation from the following. (Choose only one)

Q1-1 Utilization

- 1() Action plan is used as basic policy.
2() Action plan is occasionally referred to when discussing future activities concerning technical regulations and/or certification system and/or inspection.
3() Action plan is not used at all
4() other
Please specify ()
If action plan is not used at all, why?
(reason:)

Q1-2 On Time / Delay

- 1() Action plan is being carried out on schedule.
2() Action plan is being carried out behind schedule.
3() For the moment, no action
4() other
Please specify()
If it is behind the schedule, why?
(reason:)

Q1-3 Necessity for amendment

- 1() Action plan without any amendments is being carried out.
- 2(✓) Action plan with amendments is being carried out.
- 3() It is necessary to review the action plan to be more feasible or appropriate one, however reviewing process is not in progress.
- 4() other
Please specify (Outsourcing of vehicle inspection functions to authorised vehicle inspection centres)

Q2: Confirming for Progress of the 1st Step(2002) of Action Plans

Please fill in the brackets in the attached form with most appropriate symbols indicating the progress of each action planned. Further, please add the reasons for delay, amendment, or exclusion.

- Symbol O: on schedule
B: behind schedule ? (reason:)
A: amended or to be amended ? (reason:)
E: excluded ? (reason:)

Q3: Please tell us whether your economy has intention of participating in the follow-up program in the middle of this year or not. It is noted the number of participating economies is limited because of the limited budget for this program.

- 1() can manage to carry out action plan by itself
- 2() has intention to participate this year
- 3(✓) hope to participate in the future
- 4() other ? (please specify:)

Other

Please write comments and/or questions concerning Action Plan.

Thank you for taking your valuable time. We are looking forward to seeing in Manila.

Progress in Action Plans for Singapore

Please fill in the column “**Progress***” in the table below which picking up for 1st stage of action plan 2002 with most appropriate symbols indicating the progress of each action plan. Further, please fill in the reasons for delay, amendment, or exclusion of each action plan in the column “**Reason for Delay, Amendments, or Exclusion**”.

Symbol **O**: on schedule
 B: behind schedule ? (reason:)
 A: amended or to be amended ? (reason:)
 E: excluded ? (reason:)

1. Regulations

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Safety/Environment Regulation System	- Amend “Road Traffic (Motor Vehicles Construction and Use) Rules” so that the rules clearly provide the applicable international technical regulations.	B	In progress. Recently restructured the department and hired new engineers who are learning and familiarising the department’s works.
	-Adopt international regulations. Only when there are local necessities, retain unique requirements such as safety glass requirements compatible with ETS (Electronic Toll System).	N.A.	We are adopting international regulations administratively.

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Flow of Rule-making 1.Understanding on International Movements	-Increase the number of staff responsible for technical regulations and certification systems and give them educational/ training program.	O	New staffs are hired in mid-2002 and are undergoing training.
	-Participate in WP.29 as an observer subject to approval of Singapore relevant authority.	O	Will participate in 2003.
2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts	-Establish a mechanism to monitor the international technical regulations actively.	O	Monitor through participating in APEC Transport Working Group Meeting and websites of other economies' land transport authorities.
	-Establish a formal mechanism to allow open discussion in the formulation of rule-making of technical regulations.	O	Discussions conducted with Motor Traders Association, transport association, inspection companies, etc.
	-Making the schedule to adopt ECE Regulations.	O	In progress.
3.Evaluation of Effects on New Regulations			Evaluate through public feedback and regular dialogues with motor traders, etc.

2. Certification System

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Certification System/ Framework Law	-Institute the legal framework for certification system.	O	In progress.
	-Continue to accept manufacturers' test reports as domestic certification documents.	N.A.	We accept vehicle manufacturers' test reports as domestic certification documents.
Process/Operation			

3. Mass-Produced Vehicle Compliance

Item	Each Action Plan	Progress *	Reason for Delay, Amendments, or Exclusion
Conformity of Production (COP)	-Study COP arrangements for vehicles.	B	In progress. Reasons for delay: <ol style="list-style-type: none"> 1. Development and implementation of a computerised Vehicle Inspection & Type Approval System. 2. Outsourcing of vehicle inspection functions to the authorised vehicle inspection companies.

Hearing Notes and Action Plans for Thailand

1. Regulation

Item	Action plan	Progress/ Reason for delay	Focal point / Question	Recommendation
Safety/ Environmental Regulation System	1st Step (2002) -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.	On schedule This issue has been talked with TISI earlier this year and proposed solutions to avoid the overlapping.	Q. What is the idea of solutions to avoid the overlapping? A. Both top of DLT and TISI had discussed about each function of Certification work. As the result, TISI will take care for parts approval with exhaust emission and DLT will do other items including vehicle approval.	
	-Establish a system which enables that there is no discrepancy in LTD and TISI technical requirements.	On schedule	Q. How to share the function between LTD and TISI? A. (Refer to above answer.)	
	2nd Step (2002-2005)			
	3rd Step (2005-2010)			
Flow of Rule-making	See Attached Paper 1			
Understanding on International Movements	1st Step (2002) -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 W29 as an observer. -Join 1998 Agreement.	On schedule Working Group for Considering on Participating in Agreement of WP29 setup and consist of related government agencies, the industry and the academia. The first meeting held in January 2002.	Q. Is there any progress after first meeting? A. DLT established three Working Groups together with TISI, TAI, TAIA and so on. WG3 is taking care of “Contract Party WP29” that are discussing for investigation of progress of WP29 activity, participation of WP29/GR and	

Item	Action plan	Progress/ Reason for delay	Focal point / Question	Recommendation
	<p>2nd Step (2002-2005) Join the 1958 Agreement and constantly participate in WP29 meeting.</p>	<p>This activity still the prime priority to implement as the budget availability. At the moment the Working Group start to discuss in detail on 1958 and 98Agreement in economic, social and legal aspect.</p>	<p>considering joining 58/98 agreements. Thailand delegation from WG3 had participated 127th WP29 at the end of June 2002. WG3 will consider and study deeply about joining of 58/98 agreement of WP29 from the point of view for economic/legal impact by using about one year, after then, it will be decided for further procedures.</p>	
	<p>3rd Step (2005-2010)</p>			

Formulate policy on Rule-making and make technical regulations drafts	<p>1st Step (2002)</p> <p>-Establish an advisory committee comprised of the government (LTD, TISI, MOSTE), industry (TAIA, etc.), university researchers, etc. where the committee members have open and above board discussions.</p> <p>-Making the schedule of harmonisation of ECE through the above mentioned advisory committee.</p> <p>-Establish Type Approval system (whole vehicle and system/components) and harmonise 25 ECE regulations.</p>	<p>On schedule</p> <p>Advisory Committee for Implementing Plan for setting up Vehicle Type Approval System set up and forms 3 working groups to implement the plan.</p> <p>The first agenda of the Working Group on Improving Technical Regulation to study and release the schedule. At the moment the industry are in consideration of the regulation.</p>	<p>WG2 is taking care of “Study Technical Regulations” under the Working Group by DLT.</p> <p>WG2 is discussing what ECE Regulations will adopt based on the consultation among DLT, the industry and relevant agencies.</p> <p>It will be fixed such ECE items by the middle of 2002.</p> <p>WG2 is taking care of “Vehicle Type Approval System” under the Working Group by DLT.</p>	
	<p>2nd Step (2002-2005)</p> <p>-Harmonise further 15 ECE regulations.</p> <p>-Adopt some ECE regulations, if appropriate.</p>	<p>Working Group for considering Vehicle Type Approval System setup and consist of related government agencies, the industry and academia.</p> <p>The first meeting held in March.</p>	<p>Q. What is the result of first meeting?</p> <p>A. The meeting discussed on framework of vehicle and list of minimum requirement for passenger car, pick up and motorcycle.</p>	
	<p>3rd Step (2005-2010)</p> <p>-Harmonise further 4 ECE regulations to reach 44 ECE regulations required for whole vehicle type approval.</p> <p>-Adopt further ECE regulations to reach the requirements for whole vehicle type approval.</p> <p>-Harmonise further ECE regulations including collision safety regulations.</p>	<p>Draft WVTA for passenger car, pick-up truck and motorcycle are discussed during the meeting.</p> <p>Working Group on Improving Technical Regulations need more time and resources to improve the existing technical regulations and draft regulation, especially detail study, lead time.</p>	<p>Q. What is the target of implementation of WVTA?</p> <p>A. If Vehicle Type Approval in Thailand will be available in the future, it seems like a WVTA.</p>	
Evaluation of Effects on New Regulations	<p>1st Step (2002)</p> <p>Continue to review current regulations in parallel with harmonising ECE regulations.</p>	<p>On schedule</p> <p>This activity will implement in a sequence of the previous activity. Making the schedule of harmonization of ECE through the above mentioned advisory committee.</p>		

<p>2nd Step (2002-2005) Takes the initiative in making necessary amendments to ECE regulations at WP29.</p>			
<p>3rd Step (2005-2010)</p>			

2. Type Approval System

Item	Action plan	Progress / Reason for delay	Focal points / Questions	Recommendation
Type Approval System/ Framework Law	<p>1st Step (2002) -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.</p> <p>2nd Step (2002-2005) Start type approval system which enables partial mutual recognition within framework of 1958 Agreement. Establish appropriate test facilities in Thailand for type approval system.</p> <p>3rd Step (2005-2010) Provide more appropriate test facilities in Thailand for type approval system.</p>	<p>On schedule This activity will be discussed later in the relevant Working Group.</p>	<p>WG1 is taking care of “Vehicle Type Approval Systems” under the Working Group by DLT. They are discussing about acceptance of test report.</p> <p>WG3 will consider deeply about joining of 58 agreement of WP29 by using about one year, after then, it will be decided for further procedures. Local parts manufacturers that do not have test facilities will be afraid for coming MRA after joining 58 agreement. DLT will consider for test facilities. TAI will become more business base for testing. DLT will consider for testing which is not business wise and also consider for acceptance of using maker test facilities.</p>	
Type Approved Process/Operation	<p>1st Step (2002) -Provide transition processes and plan for smooth implementation of new type approval system. -Reform and arrange organization of LTD to cope with the subsequent work after joining 1958 Agreement.</p>	<p>Working Group for Reorganizing Engineering and Safety Bureau set up and held twice meetings this year to adjust the Bureau to cope with future works.</p>	<p>DLT is considering restructure the organisation to appropriate for present and future works, such as “Vehicle Engineer Bureau” in order to take care for vehicle type approval and technical regulation exclusively.</p>	

Item	Action plan	Progress / Reason for delay	Focal points / Questions	Recommendation
	2nd Step (2002-2005) Technical requirement for vehicle type approval are centralized to Land Transport Act/Motor Vehicle Act to avoid duplications.		Integration of two Acts will be considered and undertook by Legal Division of DLT.	

3. Mass-Produced Vehicle Compliance

Item	Each action plan	Progress	Reason for delay, proposed amendments	Focal points / Questions
Conformity of Production	1st Step (2002) -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.	This activity will discussed later in the Working Group for considering Vehicle Type Approval System.	WG2 is taking care of "Type Approval System" under the Working Group by DLT. They will discuss them.	
	2nd Step (2002-2005) Establish and implement COP arrangement to allow issue of approval to applied ECE regulations.			
	3rd Step (2005-2010) Implement COP to issue of whole vehicle type approval.			

Hearing notes and Revised Action Plans for China

1. Regulation

Item	Action plan	Progress/ Reason for delay	Focal point / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
Safety/ Environment Regulation System	1st Step (2002) -On the basis of current situation of Chinese government auto products administration and auto safety/environmental regulation system, make great efforts on the harmonization of various authorities in vehicle administration.	On schedule	Q: What efforts have been made so far to harmonize activities between concerned authorities in vehicle administration (SETC, SEPA, MPS, CNCA / AQSIIQ)? A: State Council is responsible for the responsibility allocation and coordination.	Issues to be resolved are; <ol style="list-style-type: none"> 1. Organizations for policy making and actual rule making are different. 2. Organization handling certification of domestically produced vehicles and imported vehicles are different. Option 1:	For the allocation of responsibility on Chinese vehicle products, it will be decided by China State Council through an overall consideration.

Item	Action plan	Progress/ Reason for delay	Focal point / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
	-Begin the draft of basic laws for vehicle administration as Vehicle Act, and the revision of related current laws such as Chinese Standardization ACT, etc...	On schedule Related Chinese government authorities have begun the draft of laws for vehicle administration.	Q: Which of the related authorities is drafting a bill on comprehensive vehicle administration? Q: What are the opinions of related authorities on making a basic law for vehicle administration? A: SETC/SDPC are drafting a comprehensive vehicle administration bill, which handles vehicle matters from the cradle to the grave. (From production approval and vehicle type approval to vehicle scrapping and de-registration)	Merge and reorganize various authorities relating to vehicle administration into one authority. Option 2: Establish a standing committee where the related authorities discuss and decide the issues on vehicle administration such as vehicle technical regulations, certifications including COP, registration, periodical vehicle inspection, etc. Option 3:	

Item	Action plan	Progress/ Reason for delay	Focal point / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
	<p>-Establish a complete technical regulation system in China.</p>	<p>On schedule</p> <p>It is just in progress according to the plan. Harmonization and adjustment are needed in some detail to make them in better order.</p> <p>GB is National Standard for quality control and does not directly related to industry policy for safety/environment protection.</p> <p>According to WTO/TBT, the standard and technical regulation should be clearly divided.</p>	<p>Q: What does the technical regulation system mean, CMVDR or GB?</p> <p>A: GB Should be replaced with technical regulations promulgated by SETC. SETC has been upgrading CMVDR to make it technical regulation. The name has not been decided for the technical regulation stemming from CMVDR.</p> <p>Q: How many technical regulations are planned to be finalized to complete the technical regulation system in 2002 according to the plan?</p> <p>A: About 40 technical regulations.</p> <p>Q: What does 'in better order' mean?</p> <p>A: Coordination, revision, supplement and improvement of basic laws, management rules, and technical regulations.</p>	<p>The vehicle administration responsibility (1) – (7) is clearly allocated.</p> <p>(1) Formulating Safety Policy</p> <p>(2) Formulating Environmental Policy including vehicle emissions and noise.</p> <p>(3) Making Safety Technical Regulations</p> <p>(4) Making Environmental Technical Regulations</p> <p>(5) Granting Type Approval / Conformity of Production (COP)</p> <p>(6) Vehicle Registration</p> <p>(7) Vehicle periodical Inspection</p> <p>For your reference:</p> <p>In Japan, MLIT is involved in all the above (1) – (7).</p> <p>In the US, EPA is responsible for environmental issues while whereas NHTSA is responsible for safety issues. Please also refer to the table “Responsible Department for Vehicle Administration” – attachment 5.</p>	

<p>2nd Step (2002-2005) -Complete the formulation of basic laws for vehicle administration (such as Vehicle Act), and the revision of related current laws, such as Chinese Standardization Act, etc...</p>	<p>SETC is drafting “administrative rule” which stipulates certification procedures. Currently SETC has internal rule only. Internal rule must be upgraded to “administrative rule” officially approved by State Council.</p>	<p>Q: When is the bill expected to be discussed? A: Not clear. It will take time.</p> <p>Q: What is the process for approval of this bill? A: A comprehensive vehicle administration bill must pass the National People’s Congress (NPC). Administrative rule must be approved by State Council.</p> <p>Q: How will the regulation harmonization with ECE/GTR policy be incorporated? A: “Administrative rule” stipulates detailed certification procedures. It is not a kind of document, which formulates policy on harmonization. We will actively consider such harmonization.</p>		
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	<p>-Merge various Chinese authorities relating to vehicle administration into one authority. It will be this authority that wholly administers auto products, including the formulation of nationally uniform auto technical regulations, implement type approve and COP supervision for all auto products (both domestic and imported products) on the basis of such technical regulations, and vehicle registration.</p>	<p>State Council is in charge of organization changes. At least, MPS would remain.</p>	<p>Q: How long will it take to finish authority reorganization approach if everything goes well? A: It is unpredictable. State Council has responsibility</p>		
	<p>3rd Step (2005-2010) -Make Chinese auto products administration law/regulation system more perfect.</p>				
<p>Flow of Rule-making</p>	<p>See attached Paper 1 and 2.</p>		<p>Q: Is there any changes in the rule-making process? If so, please provide us with the updated information. A: Refer to the attachment “Procedure for Establishment and Revision of China Auto Standards”.</p>		

Item	Action plan	Progress/ Reason for delay	Focal point / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
1.Understanding on International Movements	<p>1st Step (2002)</p> <p>-Establish a standing organization on the participation in ECE/WP29 meetings. Regularly participate in ECE/WP29 administrative committee meeting and selected GR subcommittee meetings.</p>	On schedule	<p>Q: Which organization is expected to be coordinator in this standing organization? CATARC?</p> <p>A: SETC is the standing organization to represent China in ECE/WP29.</p>	CATARC seems to be the only potential organization for handling ECE/WP29 matters.	ECE/WP29 mainly conduct the global harmonization of vehicle technical regulations, so it has no relationship with The National Automotive Standardization Technical Committee.
	<p>-Establish a normal information issuing channels, which include:</p> <ol style="list-style-type: none"> 1. make use of WP29 and APEC/TPT Internet Website. 2. specifically establish a home page of international auto technical regulation in Chinese Auto Information Network. 3. report development of WP29 and RTHP in magazine of Auto Standardization. 4. regularly hold industrial meeting to introduce recent development of WP29 and RTHP. 	On schedule		<p>The Standing organization for the participation to ECE/WP29 meetings should consider industry comments in making government positions.</p> <p>SETC already does take industry comments into its consideration.</p>	SETC already does take industry comments into its consideration.
	-Sign 1998 Global Agreement.	Completed			

<p>2nd Step (2002-2005) -After a period of successive participation in ECE/WP29 meetings, begin to consider the signing of bilateral or multilateral mutual recognition agreements on auto products, such as « 1958 Agreement» , on the basis of Chinese special situation and having enough consultation with other government agencies and industries.</p>		<p>Q: Without accession to the 1958 agreement, China will not be able to submit proposals to revise ECE regulations nor to cast a vote at AC2. When would China accede to 1958 agreement? A: According to Chinese actual situation, we are not considering the accession of 1958 Agreement at present.</p>		<p>Hope JASIC could organize an experience sharing on Japanese accession to 1958 Agreement, and an information sharing on international current bilateral recognition.</p>
<p>3rd Step (2005-2010) -Begin to consider the implementation of bilateral or multilateral mutual recognition agreements on auto products.</p>				

<p>2. Formulate policy on Rule-making and make technical regulations drafts</p>	<p>1st Step (2002) -Draft procedure rules for technical regulation formulation & revision.</p>	<p>Behind schedule The draft of procedure rules for technical regulation formulation and revision is just in the stage of research. The basic vehicle act development is behind schedule. SETC has been working on revision of CMVDR.</p>	<p>Q: It is important to minimize the delay in incorporating the ECE revisions into domestic regulations. A: Now China is formulating its technical regulations with reference to ECE regulation, as well as taking into account of Chinese actual situation.</p>	<p>Options: 1) Domestic regulation only stipulate the ECE revision number 2) Change the regulatory system so that the newer ECE revision can be automatically accepted 3) Set up an efficient system to incorporate the ECE revisions into domestic regulation without delay</p>	<p>This recommendation is difficult for China to apply both on implementation conditions and on the period of ECE regulations acceptance.</p>
	<p>-Make adjustment and enlargement to CWP29.</p>	<p>On schedule</p>	<p>Q: What is the relationship between the standing organization for the ECE/WP29 and CWP29? A: Now CWP29 has not been officially designated in China. Q: Where does the budget to maintain the organization come from? A: It will be made clear when the organization is officially designated.</p>		

<p>-Adopt more ECE regulations to improve CMVDR and auto mandatory standards system during the process of initially establishing type approval system (including complete vehicle and system/parts).</p>	<p>On schedule In expression, amend CMVDR to read: administrative documents.</p>	<p>Q: What does administrative documents mean? A: Administrative documents just mean "technical regulations"</p>		
<p>-With the publication of Global Technical Regulations, adopt these regulations into Chinese auto technical regulation system.</p>	<p>On schedule</p>	<p>Q: What is the plan for upgrading Chinese testing authorities to cope with the technical competency for the GTR? A: Chinese testing authorities will supplement their testing measures according to the requirements in GTR.</p>	<p>Collaborations with international testing organization would be beneficial for upgrading Chinese testing authorities.</p>	
<p>2nd Step (2002-2005) -With the further development of Chinese auto type approval system, adopt more Global technical regulations and ECE regulations.</p>			<p>Acceptance of ECE certificate prior of the 1958 agreement should be considered to avoid dramatic increase of workload at the testing labs and use the resource efficiently.</p>	<p>This recommendation has no prerequisite for implementation.</p>

3.Evaluation of Effects on New Regulations	1st Step (2002) -Initially study evaluation system on new regulation implementation effects.	Behind schedule Now it is just in the progress of establishing evaluation system on new regulation implementation effects.			
	2nd Step (2002-2005) -Improve evaluation system on new regulation implementation effects.			Establishment and publication of reliable technical and statistical data about the vehicle safety and environmental issues should be planned.	
	3rd Step (2005-2010) -Become capable of proposing revision opinions to Globally harmonized technical regulations				

2. Type Approval System

Item	Action plan	Progress / Reason for delay	Focal points / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
Type Approval System/ Framework Law	<p>1st Step (2002)</p> <p>-Make a reform on current contents of Catalogue Administration System.</p> <p>Initially establish auto type approval system (including complete vehicle, parts and system).</p>	<p>Behind schedule</p> <p>Now it is just in the progress of reforming Chinese current system of auto products administration. As an active preparation in implementing type approval system in China, the content of international type approval system will be introduced comprehensively into China to replace Chinese original Catalogue Administration system gradually.</p> <p>As this work has great influence on Chinese auto industry, 2-3 years of transitional period is needed.</p>	<p>Q: What is the basic stance of Chinese government on the certification testing facilities? Is China to build every testing facility so that all the certification tests can be performed in China?</p> <p>A: The building of Chinese certification testing facilities will be co-ordinate with the requirements in technical regulations for vehicle products.</p>	<p>Acceptance of ECE certificate prior of the 1958 agreement should be considered to avoid dramatic increase of workload at the testing labs and use the resource efficiently.</p> <p>Collaborations with international testing organization would be beneficial in maintaining qualified testing labs.</p>	<p>Hope JASIC could organize the governments of European main auto making countries to introduce their experiences on special purpose and refitting vehicle administration.</p>

Item	Action plan	Progress / Reason for delay	Focal points / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
	<p>2nd Step (2002-2005)</p> <p>-Clearly define that the type approval system shall be implemented for auto products in the basic laws of auto products administration.</p>		<p>Q: What will the name of the basic laws of auto products administration be? Which government agency will be responsible for implementing the basic law?</p> <p>A: The name is not decided yet. The allocation of responsibility will be decided by State of Council through co-ordination.</p>		
	<p>-Improve Chinese auto type approval system</p>		<p>SETC thinks that certification system should fit in with domestic situation in China. Production and products approval should be related to each other.</p>	<p>Develop more efficient and transparent domestic certification, COP and registration process benchmarking the European processes, which will automatically align with the ECE regulations.</p>	<p>It is difficult for China to automatically align with the ECE regulations now.</p>

	-Begin to consider mutual recognition on auto products certification approval with other countries under the framework of ECE 1958 Agreement on the basis of Chinese auto industry development.				
	3rd Step (2005-2010) -Establish a complete type approval system and corresponding law/regulation system.				
Type Approval Process/ Operation	1st Step (2002) -Carry out type approval on complete vehicles, parts and systems according to international practice and procedure.	Behind schedule Type approval on complete vehicle has begun according to plan. For auto parts and system a period of delay is needed. Now only on a few auto parts, the type approval has been carried out.	Q: What is the purpose of parts/system type approval system? In order to start MRA for parts? In order to control after-market parts? A: The main purpose is after-market control. To make effective administration on key auto parts supplied to OEM and after market.	Complete vehicle type approval system can be more effective if parts/system type approval under 1958 Agreement is mutually recognized.	It is immature for China to accede 1958 Agreement now.
	2nd Step (2002-2005) -Improve type approval procedure -Empower a single government authority responsible for auto products type approval.				

3. Mass-Produced Vehicle Compliance

Item	Action plan	Progress / Reason for delay	Focal points / Questions	Recommendation	Chinese opinion and requirements on Consultant's recommendation
Conformity of Production (COP)	1st Step (2002) -Carry out COP administration for auto products.	Behind schedule COP administration has begun for part of passenger cars from 2001, and has begun for motorcycles from 2002. For other auto products the implementation of COP administration will be delayed. It is necessary to study more about international COP process and also practical COP processes currently performed in other countries. China may not target current ECE approach because at WP29 the necessity to adjust COP process is under discussion.		COP process should also follow the ECE.	Hope JASIC could organize Japan and European countries to introduce the content of COP and implementation in these countries.
	2nd Step (2002-2005) -Establish a complete COP system for auto products .				

Hearing notes and Revised Action Plans for Hong Kong, China

1. Regulation

Item	Action plan	Progress/ Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
Safety Regulation System	1st Step (2002) -Revise Road Traffic Ordinance or Regulation, and make situation which can promote introduction of internationally technical requirements. -Study for introducing type approval and make plan to maintain law.	On schedule To provide longer consultation with the parties concerned and need more time to develop a transitional arrangement.	1st Step (2002) -Revise Road Traffic Ordinance or Regulation, and make situation which can promote introduction of internationally technical requirements. -Study for introducing type approval and make plan to maintain law. <u>-Establish the traffic safety targeted vision.</u>	-Traffic safety targeted vision (2012) has been established. One of the options in reducing fatalities is to introduce better-designed vehicles, and the content of the safety regulations are now reviewed with a view to harmonize international practice. -TAR (Type Approval Regulation) would be promulgated on July 2003 and come into effect on July 2004. At the same time, the Technical Regulations and Standards for passenger vehicles (M1 category) should be introduced. -They are planning to take phase-in approach in introducing ECE items after deciding which items should be adopted every year.	-On the action plan for each economy, it is expressed to introduce about 30 items out of all ECE Regulations at first. JASIC tried to select important items for each economy based on a point of each social condition and traffic safety. The list included 21 items which Mr. Kimberlee, ex. chairman of RTHP, recommended. Information of technical requirements and necessary test samples are described as a reference when each economy decide to select items by themselves.
	2nd Step (2002-2005) -Finish maintenance of laws/regulations. -Partly adopt ECE Regulations (according to the plan).		2nd Step (2002-2005) <u>-Selectively adopt safety standards from ECE Regulation and EEC Directives (according to the plan) in C&M (Technical Regulation).</u> <u>-Develop a phase-in programme for adoption of more essential ECE Regulations.</u>		
	3rd Step (2005-2010) Adopt Global Technical Regulation or ECE Regulations.		3rd Step (2005-2010) Adopt Global Technical Regulation or <u>ECE Regulation and EEC Directives.</u>		
Environment Regulation System	1st Step (2002) Clarify rule-making process	On schedule	1st Step (2002) -Clarify rule -making process. <u>-The regulation amendment should be notified by the official gazette. The industries have been invited to discuss on this issue 2 years in advance.</u>	-The regulation amendment should be notified by the official gazette. The industries have been invited to discuss on this issue 2 years in advance.	
	2nd Step (2002-2005) Adopt EC Directives		2nd Step (2002-2005) Adopt EC Directives.		
	3rd Step (2005-2010) Adopt Global Technical Regulations or EC Directives.		3rd Step (2005-2010) Adopt Global Technical Regulations or EC Directives.		

Item	Action plan	Progress/ Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
Flow of Rule-making 1.Understanding on International Movements	1st Step (2002) -Participate in WP29 as an observer	On schedule	1st Step (2002) <u>-It will be scheduled to participate WP29, when it would be considered beneficial.</u>	-They will schedule to participate WP29, when they consider it would be beneficial.	
	2nd Step (2002-2005) -Participate in WP29		2nd Step (2002-2005) <u>-It will be scheduled to participate WP29, when it would be considered beneficial.</u>		
	3rd Step (2005-2010) -Continue to participate in WP29		3rd Step (2005-2010) <u>-It will be scheduled to participate WP29, when it would be considered beneficial.</u>		
2.Formulate policy on Rule-making and make technical regulations drafts	1st Step (2002) -Establish advisory body which consists of industries, government and academy, etc. Establish working group which consists of experts from each section. -Make mid-long term plan to introduce ECE Regulations. -Clarify the procedure from rule-making to adoption.	On schedule	1st Step (2002) -Establish advisory body which consists of industries, government and academy, etc. -Establish working group which consists of experts from each section. -Make mid-long term plan to introduce ECE Regulations. -Clarify the procedure from rule-making to adoption. <u>-It is under process.</u>		
	2nd Step (2002-2005) -Adopt ECE Regulations/EC Directives according to the plan.		2nd Step (2002-2005) -Adopt ECE Regulations/ EC Directives according to the plan.		
	3rd Step (2005-2010) -Adopt ECE Regulations, EC Directives and Global Technical Regulations according to the plan.		3rd Step (2005-2010) -Adopt ECE Regulations, EC Directives and Global Technical Regulations according to the plan.		
3.Evaluation of Effects on New Regulations					

2. Type Approval System

Item	Action plan	Progress / Reason for delay	Revised action plan	Focal points / Questions	Answers/ Recommendations
Type Approval System/ Framework Law	1st Step (2002) -Establish framework law for type approval system	Behind schedule Certification system is part of type approval requirement under consideration. To provide longer consultation with the parties concerned need more time to develop transitional arrangement.	1st Step (2002) -Establish framework law for type approval.		
	2nd Step (2002-2005)		2nd Step (2002-2005) <u>-Complete the introduction of a new Type Approval Regulation to streamline the vehicle approval process.</u> <u>-Established a transitional vehicle approval arrangement to cater the recognized other national standards before fully harmonized with the ECE Regulation/EEC Directives e.g. participate in the RTHP of APEC to develop effective means to realize MRA until every APEC economies establish harmonized regulation and certification systems.</u>		
	3rd Step (2005-2010)		3rd Step (2005-2010)		
Type Approval Process/ Operation	1st Step (2002) -Study type approval system and establish the draft of type approval procedure.	Behind schedule To provide longer consultation with the parties concerned and need more time to develop transitional arrangement. Meanwhile, it is also necessary need more time to study common practices concerning vehicle type approval in developed countries and region in order to make our scheme compatible with most of the well-established certificate system worldwide.	1st Step (2002) -Study type approval system and establish the draft of type approval procedure.	-They will start type approval system (unify environment and safety certification system) in accordance with the TRA (Type Approval Regulation). -On verification practices, the Government is to examine applicants by 3 ^d party compliance test reports and give them an approval finally. -Hong Kong is a member of WTO and always supports free economy. If vehicle can complied with our safety requirements and regulations, country of origin will not affect the statues of those vehicles to be registered in Hong Kong.	
	2nd Step (2002-2005) -Start type approval system (unify environment and safety certification system)		2nd Step (2002-2005) -Start type approval system (unify environment and safety certification system) <u>in accordance with the Type Approval Regulation.</u>		
	3rd Step (2005-2010)		3rd Step (2005-2010)		

3. Mass-Produced Vehicle Compliance

Item	Action plan	Progress / Reason for delay	Revised action plan	Focal points / Questions	Answers / Recommendations
Conformity of Production (COP)	1st Step (2002) -Make plan to introduce COP (required by 1958 Agreement)	Behind schedule COP is part of type approval requirement under consideration. There is a need to provide longer consultation with the parties concerned and need more time to develop transitional arrangement.	1st Step (2002) -Make plan to introduce COP (required by 1958 Agreement) <u>-COP check for exhaust emission will be in place in September 2002.</u>	-COP check for exhaust emission will be in place in September 2002.	
	2nd Step (2002-2005) -Introduce COP		2nd Step (2002-2005) -Introduce COP.		
	3rd Step		3rd Step		

4. Others (Information from the meeting)

Item	Focal points / Questions	Answers / Recommendations
New control system of administrative function	ETWB (Environment, Transport and Works Bureau) has just started to exercise since July 2002 and it oversees the policy matters of TD (Transport Department), EPD (Environmental Protection Department) and EMSD (Electric and Mechanical Service Department).	
Traffic safety targeted vision (2012)	- accident reduction/forever improvement - reducing fatalities below 100 - reducing serious accidents	
Spare parts in market	Q1. Is there any necessary condition in connection with making which will help selecting some spare parts whether they are suitable for the regulations or not, specially in a case of changing mufflers? (TD)	A1. There exist any regulations in ECE or something for parts requiring exchange periodically as seen in brake pads. Some parts such as mufflers and catalytic converters that are evaluated along with vehicles comprehensively should be tested as a kind of parts of the body. They could not be attached to all models. They cannot get marked as parts that serve to any vehicle generally.
MRA	Q1. What does the Hong Kong Government think MRA basically? (JASIC)	A1. Harmonization with the ECE regulation is our ultimate goal. However, it obviously take years for completion of such exercise. At present, we experienced difficulties in evaluating the standards on new vehicles, in particular, we have no intention to require the manufacturer to repeat the vehicle test for HK market. We therefore consider MRA is a feasible approach for trade enhancement until harmonization of vehicle standard can be achieved. For example, vehicles selling in Hong Kong have been imported mostly from Japan. We come up with a proposal to recognize the type approval test result under the Type Approval Regulation of Japan if the Japanese Government can extend the approval coverage on export models. However, such arrangement would normally require cooperation among parties concerned and we consider RTHP would provide assistance in this aspect.
	Q2. What idea does the Japanese MLIT have on MRA? (TD)	A2. They are promoting MRA in collaboration with many economies and recommend it to every economy at the chance of APEC or G/I meetings. On the workshop that will be held in September, MRA will be discussed as a main theme. The Hong Kong government should participate in and express your opinion at the meeting. JASIC is preparing for the Workshop and provide participants with some materials about MRA. We will discuss your idea of MRA at the International Cooperation Committee in JASIC and inform you our resolution.

Hearing notes and Revised Action Plans for Chinese Taipei

1. Regulation

Item	Action plan	Progress/Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
Safety/ Environment Regulation System 1. Adoption of Internationally Harmonized Technical Regulations and definitions	1st Step (2002) -Adopt several ECE safety regulations, in principle, from the basic items for which the third testing laboratories have experiences and testing equipment.	On schedule Existing regulation are generally harmonized with ECE.	1st Step (2002) -Adopt several ECE safety regulations, in principle, from the basic items for which the third testing laboratories have experiences and testing equipment.	-ARTC has been in course of preparation with about 30 items (specially for Safety) based on ECE regulations. MOTC expressed that the plan would be officially announced by 2005. Q1. What requirement did JASIC consider for selection 28 items of ECE Regulations? (MOTC)	-JASIC proposed 28 items based on ECE regulations, 21 of which have been recommended by Mr. Kimberlee, chairman of RTHP, and 7 are added by JASIC. These are expected to be studied among concerned organizations. A1. On every action plan for every economy, it is proposed introducing 30 items or more as first step. So JASIC tried to select the items that would be thought important for each economy's current social condition and traffic safety. These 28 items consist of 21 items that Mr. Kimberlee, ex. chairman of RTHP, recommended and 7 items tried by JASIC. The information for the technical requirement and test samples needed for certification is also added.
	2nd Step (2002-2005) -Adopt approximately 30 ECE or GTR safety regulations. -Revised emission standards to the ECE exhaust emission regulations.		2nd Step (2002-2005) - <u>Announce</u> approximately 30 ECE or GTR safety regulations. -Revised emission standards to the ECE exhaust emission regulations.	Q2. In concerned with the recommended 28 items, are there any difference between Chinese Taipei and other economies? (MOTC) Q3. ARTC has the copy of 113 items of ECE Regulations right now, but ARTC is not sure which categories should be intended to each item. (ARTC)	A2. APEC recommends introducing ECE Regulations dividing two steps such as by middle term (2005) and long term (2010). Though there might be different steps for each economy to introduce them, JASIC will recommend there 28 items as first step of introducing. A3. JASIC can give you a copy of the list arranged by JAMA. It is the list for WVTA in EU.
	3rd Step (2005-2010) -Adopt approximately 50 ECE or GTR safety regulations to cover the whole items required by the National Vehicle Type Approval.		3rd Step (2005-2010) -Adopt approximately 50 ECE or GTR safety regulations to cover the whole items required by the National Vehicle Type Approval.	Q4. In Chinese Taipei, some people feel doubtful about introducing these regulations that would go up the vehicle prices as a result of rising cost for getting certification. So they have question why they should be enforced the laws and regulations. (ARTC) Q5. The market capacity estimated approximately 300,000 in Chinese Taipei and the possibility increasing sales in the market estimated a few. In such market, auto makers competing with each other, so it is difficult for us to bear more expenditure for the certifications and others. (TTVMA)	A4. In the long run, there would be a risk that the traffic safety becomes a subject of social problem on ground of insufficient regulations. When we expect the development of the auto industry, we think it is necessary for you to arrange some kind of regulation and certification systems. A5. We think that you should set the proper lead-time and study the better way of certifications.
2. Separation of performance and quality requirements	1st Step (2002) -Study and make plan to clarify the parts performance requirements in accordance with the ECE regulations. -Establish the quality control requirements by the BSMI.	On schedule	1st Step (2002) -Study and make plan to clarify the parts performance requirements in accordance with the ECE regulations.	-Before, JASIC explained that the description in the column "establish the quality control requirements by BSMI" was not proper, and BSMI agreed with us. In the meeting, we reconfirmed to delete this column. Q6. What are the differences between Regulations and ISO Standards? (MOTC)	A6. Though some of ISO Standards have the level of standards for requirements, but they are generally thought to provide the test methods or the technical requirements for testing. What the administration and auto industries must take into consideration is the traffic safety on the real road. There needs for you to set the concrete levels of safety regulations in response to the real circumstance on the road. This could be done only with the enforcement of the law. So we think that you should set the strict restriction value by the law refereeing test method and test equipment developed by the ISO Standards, if possible. The Industrial Standard like J.I.S. (Japan Industrial Standard) is aimed to use as a common tool of controlling quality between parts makers and assembly plants. For example. Imposing restrictions on the amount of impurities in a materials. The standard is not suitable for the regulations that you should promote traffic safety.
	2nd Step (2002-2005) -Establish the parts performance regulations, which should be included in the Road Traffic Safety Regulations.		2nd Step (2002-2005) -Establish the parts performance regulations, which should be included in the Road Traffic Safety Regulations.		
	3rd Step (2005-2010)		3rd Step (2005-2010)		

Item	Action plan	Progress/Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
3.Communications	1st Step (2002) -Establish the system for periodical communications among related sections.	On schedule MOTC is considering to establish a committee for periodical communication and communication with public.	1st Step (2002) -Establish the system for periodical communications among related sections.	-MOTC, EPA and BSMI are setting on the regulations and carrying the approvals in their own field respectable. MOTC is in charge of vehicle type approvals, EPA is in charge of exhaust gas, fuel consumption, and noise, and BSMI is in charge of certificating parts. The combination between there sections are poor. -MOTC is determined to operate the type approvals and BSMI will certificate the parts as before.	-We understand that the type approval will come into operation on January 2003. what roles will MOTC and BSMI play? We think that the regulation and the certification should be united. So we expect the technical committee would use its influence to combine them.
	2nd Step (2005)		2nd Step (2005)		
	3rd Step (2010)		3rd Step (2010)		
Flow of Rule-making 1.Establishment of the Authorized Advisory Body	1st Step (2002) -Establish the Central Advisory Committees for Vehicle Safety and Environment.	On schedule Above mentioned committee will serve as this kind of committee.	1st Step (2002) -Establish the Central Advisory Committees for Vehicle Safety and Environment.		
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010)		3rd Step (2005-2010)		
2.Transparency of Formulate Policy on Rule Making and Make Technical Regulations Drafts	1st Step (2002) -Establish the system to communicate with the public.	On schedule MOTC is considering to establish a committee for periodical communication and communication with public.	1st Step (2002) -Establish the system to communicate with the public.		
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010)		3rd Step (2005-2010)		
3.Searching the Information	1st Step (2002) -Organize the technical working group under the MOTC and EPA, or the third testing laboratory for studying the worldwide trend and information.	On schedule We already have this kind of technical working group.	1st Step (2002) -Organize the technical working group under the MOTC and EPA, or the third testing laboratory for studying the worldwide trend and information.	-They are discussing on the ECE Regulation at the committee that consist of MOTC, ARTC, BSMI, academic and industries. In future, other sections such as EPA are expected to participate into the committee. (ARTC)	
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010)		3rd Step (2005-2010)		

2. Type Approval System

Item	Action plan	Progress/Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
Certification System/ Framework Law	1st Step (2002) -Investigate the way to adopt the mutual recognition of certification in APEC.	On-schedule We are conducting a project to survey the method to use MRA. It will conclude with some items of parts.	1st Step (2002) -Investigate the way to adopt the mutual recognition of certification in APEC.	-No discussion on MRA had been done before. Because any vehicles did not exported from Chinese Taipei.	-JASIC asked them to discuss on MRA altogether in Chinese Taipei. We stated that MRA is due to be discussed at the workshop that will be held in Brisbane, Australia.
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010) -Introduce the mutual recognition of certification with several economies in APEC.		3rd Step (2005-2010) -Introduce the mutual recognition of certification with several economies in APEC.		
Type Approval Process/Operation	1st Step (2002)	On-schedule	1st Step (2002)		
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010)		3rd Step (2005-2010)		

3. Mass-Produced Vehicle Compliance

Item	Action plan	Progress/Reason for delay	Revised action plan	Focal point / Questions	Answers / Recommendations
Conformity of Production (COP)	1st Step (2002)	On0schedule Currently, our regulation has described the COP function.	1st Step (2002)		<p>-We were requested to explain about COP and presented COP in 1958 Agreement. There are two procedures in COP described in annex 2 of 1958 Agreement.</p> <p>1. Initial assessment It states as follows; the approval authority must verify – before granting type approval – the existence of satisfactory arrangements and procedures for ensuring effective control so that vehicles, equipment or parts when in production conform to the approved type.</p> <p>2. Conformity of production It states as follows; every vehicle, equipment or parts approved under regulation must be so manufactured as to conform to the type approved by meeting the requirements. Further more in this COP, the approval authority can give the evidence of conformity that any test pieces in production correspond with any set of samples approved. In this 1958 Agreement, there are such statements that every ECE Regulations should follow, for example, ECE 13-H requires COP every two years, and ECE 83-5 (emission test) requires the inspection of exhaust gas in use, and ensure to be carried on confirming exhaust gas level at the end of production lines, and includes checking the OBD system. the implementation of COP is within the jurisdiction of the authority and the government should bear the expenses. In case where unsatisfactory results are found during an inspection, the applicants must pay. The expenses carrying COP should be covered with fees for approvals. So, to implement COP effectively, you would better to arrange the schedule flexibly with automakers.</p>
	2nd Step (2002-2005)		2nd Step (2002-2005)		
	3rd Step (2005-2010)		3rd Step (2005-2010)		

I. IMPROVEMENT OF SAFETY/ENVIRONMENTAL 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):

Republic Act 4136-(RA 4136) Land Transportation and Traffic code
Seat belt Act

* Profile of law (Which law 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 regulations:

* 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 regulations most accurately?

- 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 have been adopted in your country?

cannot be quantified but adopted regulations on vehicle standards/parts and components/emission standards.

* Scheduled 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:

Land Transportation Office, Department of Transportation and Communications

* The number of staff members of law/regulations formulation:

Inter Agency committee

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

same as above.

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

(1) Assessment of current situations (Concerning the organization/department assigned to the investigation and analysis of traffic accidents...)

* Name of organization/department:

Traffic Management Command

* The number of assigned staff members:

* Jurisdictional government office:

Philippines National Police

(2) Deciding law/regulations formulation policy

* Means of collecting information needed to decide law/regulations formulation policy (ex. information on the policies, latest technologies, harmonization movement of other

nations):

Internet

Private research institute

Participation in international conferences

? Name of conferences: **JASIC G/I meeting**

Other ?

* Does the government employ an advisory body?

Yes

* Name of the advisory body: **Several advisory bodies**

* Type of the advisory body: Public research institute

Government-supported organization

Private research institute

Other ? **studies and researches**

No

(3) Formulation of drafts and receipt of comments

* Name of organization/department which formulates drafts:

Department of Transportation and Communications (DOTC) as the leader agency.

* The number of staff involved in making drafts:

It is an Inter-Agency Committee (IAC) composed of members from transport related management offices.

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

Graduate of the following courses;

-Engineering

-Law

-Economics.

-Accounting

* Are drafts disclosed to the public or disseminated to only 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 comments are received?

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 law/regulations

* Name of jurisdictional government office/department:

Land Transportation Office, Department of Transportation and Communications

Bureau of Products Standards, Department of Trade and Industry

* The number of staff members of law/regulations formulation:

Inter-Agency Committee.

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

Graduate of the following courses:

-Engineering (mechanical/chemical)

-Economics.

-Law

-Accounting

* Means of announcing the establishment or revision of law/regulations:

Internet

Hard copies

Other ? Mass media

(5) Evaluation of effects of automobile safety law/regulations

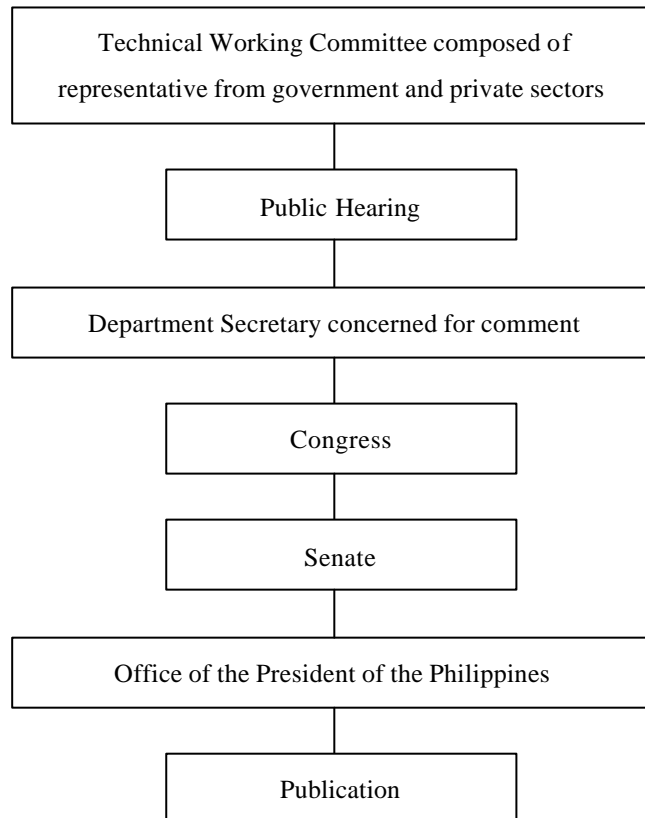
* Are effects of established or revised law/regulations evaluated?

Always evaluated

Evaluated only in case of necessity

()Not evaluated

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



5. Please describe the vehicle categories in safety and environment law/regulations.

[Environmental Regulation System]

6. Please answer the questions below, concerning your automobile environment law/regulations (basic law and technical regulations).

* Name of law (basic law):

Clean Air Act (June 1999)

* Profile of law (Which law 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 regulations:

ECE15-04 98.7.1-91/441/eec(Passenger) 93/59/eec(Commercial V.)

* 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 regulations most accurately?

- 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 have been adopted in your country?

None.

* Scheduled to implement new regulations and to revise current regulations:

Under consideration.

7. Provide answers to the questions below, pertaining to the jurisdictional office and staff for your automobile environment law.

* Name of jurisdictional government office/department:

EMB (Environmental Management Bureau) of the Department of Environment & Natural Resources (DENR)

* The number of staff members of law/regulations formulation:

Inter-Agency Committee (DENR as the lead agency) with members from government and private sectors.

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

Graduate of the following courses;

-Mechanical/Chemical Engineering

-Law

-Public Health

-Urban and Regional Planning

-Community Development

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

* The number of assigned members:

* Jurisdictional government office:

EMB, DENR

(2) Deciding of law/regulations formulation policy

* Means of collecting information needed to decide law/regulations formulation policy (ex. information on the policies, latest technologies, harmonization movements of other nations):

- Internet
- Private research institute
- Participation in international conferences
 - ? Name of conferences: **JASIC G/I meeting**
- Other ?

* Does the government employ an advisory body?

Yes

* Name of the advisory body:

- * Type of the 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:

Inter-Agency Committee (IAC)

* The number of staff involved in making drafts:

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

Graduate from mechanical/chemical engineering, law, etc.

* Are drafts disclosed to the public or disseminated to only 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 comments are received?

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 environment law/regulations

* Name of jurisdictional government office/department:

EMB, DENR

* The number of staff of law/regulations formulation:

Inter-Agency committee

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

Graduate from mechanical/chemical engineering, law, etc.

* Means of announcing the establishment or revision of law/regulations:

- Internet
- Hard copies
- Other ?

(5) Evaluation of effects of automobile environment law/regulations

* Are effects of established or revised law/regulations evaluated?

- Always evaluated
- Evaluated only in case if necessary
- Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification.

Our country does not adopt a certification system because we do not have Type Approval system. Moreover, as far as emission standards are concerned, the DENR issues certificate of compliance to assemblers. The COC is presented to LTO as a pre-requisite for new registration.

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 interference Anti-theft

Reflex reflectors Lamps Safety belts Wiper/washer

Head restraints Glass Tires Trailer hitch

Speed limiter Child restraint system Headlamp cleaners

Other ?

System certification

? Noise Exhaust emission Tank/rear underrun protection

Number plate Steering equipments Door latches/hinges

Horn Mirror Braking Electromagnetic interference

Diesel smoke Interior projections Anti-theft

Steering impact protection Seats/seat anchorages

External projections Speedometer Nameplate

Safety belt anchorages Installation of lighting/light-signaling devices

Towing hook Safety belts Direct visual field Symbol

Defroster/demister Wiper/washer Heater Wheel guard

Head restraints Fuel consumption Engine power

Heavy-duty diesel emission Sideguard Glass

- Weight/dimensions Tires Trailer hitch
 Flame retardant interior materials Speed limiter Frontal collision
 Side collision Rear-end collision Rollover Bumper
 Other ?

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

- Yes
 No

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

* Name of law:

* Of the three cases below, which one describes the law most accurately?

- 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/regulations 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 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?

* /type

* /test

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

- Witnesses
- Not witnessed
- Done by the manufacturer

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-government
()Private
- * The number of staff members:
- * Methods of staff training:
- * Activities of testing laboratory: ()Specialized in certification testing
()Performs both certification test and R&D
- * Construction cost of certification facilities: \$
- * Regulations for management of certification facilities; Name of regulations :
- * 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 test are serviceable at your testing laboratory?
Parts/component certification
? ()Horn ()Mirror ()Electromagnetic interference
()Anti-theft ()Reflex reflectors ()Lamps ()Safety belts
()Wiper/washer ()Head restraints ()Glass ()Tires
()Trailer hitch ()Speed limiter ()Child restraint system
()Headlamp cleaners ()Other ?
- System certification
? ()Noise (X)Exhaust emission (X)Tank/rear underrun protection
(X)Number plate (X)Steering equipments (X)Door latches/hinges
(X)Horn (X)Mirror (X)Braking
()Electromagnetic interference (X)Diesel smoke
(X)Interior projections ()Anti-theft
(X)Steering impact protection (X)Seats/seat anchorages
()External projections (X)Speedometer (X)Nameplate
()Safety belt anchorages
()Installation of lighting/light-signaling devices (X)Towing hook
()Safety belts ()Direct visual field ()Symbol
()Defroster/demister (X)Wiper/washer ()Heater
()Wheel guard (X)Head restraints ()Fuel consumption
()Engine power (X)Heavy-duty diesel emission ()Sideguard
()Glass ()Weight/dimensions ()Tires ()Trailer hitch
()Flame retardant interior materials ()Speed limiter
()Frontal collision ()Side collision ()Rear-end collision

Rollover Bumper Other ?

14. Number of examined cases.

* The number of examined items: items/year

* The number of examined types: types/year

* The number of examined vehicles: units/year

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

No

Yes ? Name of laboratory:

[Certification Examiners and Staffs]

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

17. The number of certification examiners:

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

19. The number of certification experts of testing laboratory:

III. HARMONIZATION ACTIVITIES OF ASIAN NATIONS

1. Does your country produce automobiles?

Yes ? Does your country also import automobiles?

Yes we also import automobiles-brand new and second hand.

No

No but produces locally built body of buses, jeepneys and 3-wheeled vehicles with profiling power and underchassis components from surplus engines and parts from Japan, Korea, Taiwan and China.

2. When will your country participate in WP29 as an observer?

Already participating ? Since

Scheduled to participate ? From about

Hoping to participate, but no definite plan

Not considering participating

3. Assuming participation in WP29, which government office will be assigned to technical discussion for harmonization?

* Responsible office:

Department of Transportation and Communications

Department of Trade and Industry

4. Does your country intend to join UN/ECE 1958 Agreement?

Yes ? Scheduled data of joining:

No

5. Assuming adoption of ECE Regulations, do you have problems or obstacles (unique national factors, etc.) to be overcome for harmonization?

Yes ? Specific problems or obstacles to be overcome:

No intention

6. Assuming adoption of ECE Regulations, will the ECE Regulations be the only regulations of your country or will they be alternative regulations?

The only national regulations

Alternative regulations (that is optional)

7. Does your country intend to join the Global Agreement?

Yes ? Scheduled data of joining:

No

8. In your opinion, what will be the principal merit and demerit (problem) of harmonization?

* Merit:

Harmonization will make standards for all countries the same, hence, this will facilitate exchange of technology as well as trade and commerce.

* Demerit:

Poor countries might have a hard time producing products that will meet the international standards.

9. In your opinion, what will be the merit of mutual approval of certification based on regulations harmonization?

This will ensure that once a certification is issued or approved, the quality of imported and exported vehicles will be the same. This may also have an effect on the cost of the automobile which may not be too high nor too low.

10. How is your country going to achieve harmonization? (If your country considers participation in WP29 too demanding, are there any second-best steps for harmonization?)

The Philippines always conform to the international policies agreed upon by all concerned countries.

11. When planning to establish a regulation, what will be the important deciding factors? (For examples, the need for global harmonization, solution of immediate problems, technical potentials of your country's automobile industry, state of infrastructure development.)

The most important thing to consider is the solution to the immediate problems of the country. For as long as a country can sustain its basic needs, then global harmonization can come next.

12. Do you have expectations and requests to JASIC in your country's efforts to promote harmonization?

- JASIC should help in the development of policies that will improve the condition of the manufacturers to encourage them to improve the quality of their production.
- Provision of relevant publication/research for information of the government.

IV. VEHICLE INSPECTION

1. History of vehicle inspection system.

* When was the vehicle inspection system implemented first in your country?

OCULAR inspection has been conducted since 1912 (See 20,Phil. Legislature Act)
Mechanized vehicle inspection system was first implemented in 1990. The system is limited only for in-use public utility vehicles due to limited facilities and equipment.

* What were the reasons for introducing inspection system? (Could we have some documents which illustrate the backgrounds of introducing the inspection system, if available.)

The reasons for introducing the system are;

1. Emission reduction
2. Energy conservation
3. Improved vehicle reliability
4. Reduction of road accident occurrences through safety inspection.

2. Related regulations stipulating vehicle inspection system and inspection institute. (Please fill in the blanks below concerning regulations of inspection system, inspectorate organization, inspection fees, operation budget and inspectors' qualifications.)

* Jurisdiction (responsible department for regulations):

* The name of the regulations :

* The outline of the regulations :

3. Organization to do the inspections.

* Operating organization:

- Government-operated
- Municipal-operated
- Nonprofit organization
- Private sector

* If there are two or more forms of operating organizations, how do they share the market?
Or do they simply competing?

Not applicable.

* If it is operated by private sector, is there designation system by government? The outline of designation system:

N/A

* Is there only one organization to do the inspection (monopoly) or does one company do their business in the allocated area (area monopoly) or are some companies competing each other in the market?

Only one organization does the inspection (monopoly)

One company does their business in the allocated area (area monopoly)

Some companies compete each other in the market

* The total number of inspection centers:

? The number of government-operated inspection centers:

? The number of private inspection centers:

For government owned Inspection centers, five centers are operational to this date, 2 in Metro Manila, 1 in Region 3, 1 in Region 4, and 1 in Region 10.

* We would like to have organization chart and business activity outline of inspection institute, if they are available.

4. Inspectors.

* Are there any regulations which stipulate qualifications for inspectors?

No

Yes ? The name and the outline of the regulations:

* Do qualifications for inspectors belong to individuals (accredited by law) or does inspection institute give qualifications for inspectors to their employees? (Do the inspectors lose the qualifications when they quit the institute?)

Belong to individuals

Belong to the organization (institute)

* The total number of inspectors:

5. Budget for inspection.

* What is the itemized budget for government-operated inspection? (We would like to have documents concerning the budget and operation.)

Please refer to Appendix 5

- * Are the operations of nonprofit organization and private sector subsidized by government?
If so, what specific operations are funded?

- * How is the money collected from inspection fees spent? (ex. pay the new inspection equipment, building of inspection standards, training inspectors, etc.)
Inspection fees are remitted to the national treasury (government).

6. Inspection system.

Category	Initial inspection	Periodic inspection (Frequency)	Modification inspection	Inspection at transfer of ownership	Inspection of vehicle involved in accidents	On-roads random inspection
Heavy duty trucks	()No ()Yes Inspection timing ?	Annually	(X)Yes ()No	(X)Yes ()No	()Yes (X)No	()Regularly ()Irregularly ()Safety ()Emission (X)No
Busses	()No ()Yes Inspection timing ?	Annually	(X)Yes ()No	(X)Yes ()No	(X)Yes ()No	()Regularly ()Irregularly ()Safety ()Emission (X)No
Light duty vehicles including Passenger cars	()No ()Yes Inspection timing ?	Annually	(X)Yes ()No	(X)Yes ()No	(X)Yes ()No	()Regularly ()Irregularly ()Safety ()Emission (X)No
Taxis	()No ()Yes Inspection timing ?	Bi-annually	(X)Yes ()No	(X)Yes ()No	(X)Yes ()No	()Regularly ()Irregularly ()Safety ()Emission (X)No
Two-wheelers	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No

*** Examiner**

The kind of inspection	The definition	Examiner (Inspector, Police officer, other)
Initial inspection	Inspection which a new motor vehicle must receive when it is newly operated.	LTO Inspector
Periodic inspection	Inspection which a motor vehicle must receive when it is to be operated continually after the term of validity of the motor vehicle inspection certification is expired.	LTO Inspector
Modification inspection	Inspection which a motor vehicle must receive when there were changes in the length, height, width, the maximum payload and other major specifications.	LTO Inspector
Inspection at transfer of ownership	Inspection which a motor vehicle must receive when the ownership of the vehicle was changed.	LTO Inspector
Inspection of vehicles involved in traffic accidents	Inspection which a motor vehicle must receive when it was damaged by traffic accidents.	Phil. Natl. Police
On-roads random inspection	Inspection which a motor vehicle must receive when it is picked up at random on the road.	NA

7. The outline of inspections.

Category	Average time for renewal inspection (minutes/vehicle)	The number of inspectors per vehicle	Inspection fees	The number of inspected vehicles per year	The passing rate (%)
Heavy duty trucks	20 mins.	1	P75.00		
Busses	20 mins	1	P75.00		
Light duty vehicles including Passenger cars	15 mins	1	P50.00	96,000	About 80%
Taxis	15 mins	1	P50.00	25,000	
Two-wheelers	5 mins	1			

8. Stickers or labels to show the vehicle’s passing the inspection.

Position of stickers or labels <input type="checkbox"/> Windshield <input type="checkbox"/> Side window glass <input type="checkbox"/> Rear window glass <input type="checkbox"/> Engine compartment <input type="checkbox"/> Front pillar <input type="checkbox"/> Center pillar <input type="checkbox"/> Instrument panel <input type="checkbox"/> Other ?	Sample of stickers or labels
--	------------------------------

To stickers or labels are issued to show that vehicle have passed the inspection.
 Only registration stickers are issued to show proof that they are authorized to rum the highways.

9. The procedures to be followed for vehicles failed in the inspection.

* Periodic inspection:

Go to a repair and service shop and get the vehicle adjusted. Go to inspection center again for re-testing.

? Within days of inspection failure

* On-roads random inspection:

N/A

10. The relation between vehicle registration and inspection.

* Is the registration required for all vehicle categories?

Yes

No ? The vehicles in the following categories are exempted:

* Is passing the inspection prerequisite for the re-registration?

Yes

No

* What are the procedures from inspection to registration?

Please refer to Appendices 7

Registration

* Department which has jurisdiction over vehicle registration (regulates registration system):

Land Transportation Office

* The name of the regulations :

RA 4136

* The outline of the regulations :

* The entity who contracted registration work:

11. The relation between safety/emission standards and inspection standards.

* What is the relation between safety/emission standards and inspection standards?

Identical

Inspection standards are simplified approaches to confirm the compliance of vehicles with safety/emission standards

Independent of each other

Other ?

* What is the procedure to incorporate the changes of safety/emission standards in the revised inspection standards?

There is a system to link inspection standards with safety/emission standards

() There is no system

12. The relation between vehicle taxes and inspection.

* What taxes are levied at a time of inspection?

Only inspection fee is collected at the time of inspection.

* Is the amount of the above taxes decided by the inspection results? If so, which results?

No, it is a fixed rate.

* Department which has jurisdiction over vehicle taxes levied with inspection:

* The name of the regulations :

* The outline of the regulations :

Inspection fees are set by the LTO; other vehicle taxes are set by the Department of Finance.

13. The relation between insurance and inspection.

* Are there any compulsory automobile insurance? If so, insurance contract confirmed at the time of inspection?

Yes.

* Is the amount of the above insurance decided by the inspection results? If so, which results?

At the time of registration

* Department which has jurisdiction over compulsory vehicle insurance:

The Insurance commission promulgates the regulations subject to the approval of the Secretary of Finance.

* The name of the regulations :

* The outline of the regulations :

14. The effects of vehicle inspection system.

* Are there any data or calculated estimation which show the effectiveness of vehicle inspection system? (e.g. the number of traffic accidents decreased after the

implementation of inspection system.) We would like to have the data, if available.

N/A

* Are there any analysis of the cost-effectiveness of inspection system? We would like to have the analysis, if available.

N/A

* How are the inspection data stored? Who stores them?

LTO

* How are the inspection data used? We would like to have reference materials regarding the data utilization, if available.

N/A

15. Application procedure for vehicle inspection.

* Is advance notice of vehicle inspection given to vehicle owners?

()Yes

(X)No

* Are reservations for inspection possible?

(X)Yes

()No

* Who brings the vehicle to an inspection center?

(X)Vehicle owners

()Automobile mechanics of repair and service shop

(X)Other ? drivers

* Who drives the vehicle through the inspection line?

(X)The person who brings the vehicle does

()The inspector does

()Other ?

* Is the check and maintenance of vehicles required before the inspection?

()Yes

(X)No

* Are there any designated parts which are required to be replaced at the time of inspections?

- No
Yes ? Designated replacement parts:

* Are there any parts which are recommended to be replaced at the time of inspections?

- No
Yes ? Recommended replacement parts:

16. Service and maintenance system.

* Do repair and service shops have to be accredited by government?

- No but there is a plan to accredit service centers to argument the present needs.
Yes

* What are the prerequisite to be accredited by government?

- The size of the site of repair and service shop ? m² or more
The number of inspectors ? or mode
Other ?

* How many accredited or non-accredited repair and service shops are there?

- The number of accredited shops ?
The number of non-accredited shops ?

* Is there accredited system for automobile mechanics?

- No
Yes ? The number of accredited automobile mechanics:

* The name of the regulations:

* The outline of the regulations :

17. Other.

* Is re-inspection and reporting required for the vehicles damaged in traffic accidents?

- No
Yes ? Within months

* Are there any associations for automobile service/inspection equipments?

- No
Yes ? Name of associations:

[In-use Vehicle Inspection]

18. Does a periodic in-use vehicle inspection system exist in your country?

- Not exist
- Exists

19. What is the overseeing government office/department of the periodic in-use vehicle inspection system?

20. What organization performs the periodic in-use vehicle inspection?

* Name of organization:

* Type of organization:

- Government
- Semi-government
- Private

* In case of private organization, government authorized is necessary?

- Necessary
- Not necessary

21. Please check all the inspection items performs in your country.

- Side slip measurement
- Brake force measurement
- Measurement of speedometer accuracy
- Luminous intensity/photometric performance of headlamps
- Emission measurement-gasoline CO,HC
- Emission measurement-diesel smoke
- Emission measurement during mode running

22. Please check all the process required for automobile registration in your country, and indicate their chronological order (or time sequence) by writing in numbers.

- Acquisition of type approval
- Passing of new-vehicle inspection
- Subscription to automotive insurance

- Payment of automobile related taxes
- Information of vehicle specification (data on weight, fuel consumption, etc.)
- Other ?

V. 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 basic 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:

- () Government
() Third-party organization
() Other ?

5. Budget for COP auditing organization.

* \$ /year

6. The number of auditors.

7. Compliance check testing.

* Is compliance check testing for mass-produced vehicles or in-use vehicles in your country?

- () Yes ? () Mass-produced vehicles
() In-use vehicles
() No

* What organization performs compliance check testing?

- Performed by governmental organization ?
- Commissioned to third-party organization ?

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

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 exist
- Exists ?

I. IMPROVEMENT OF SAFETY/ENVIRONMENTAL REGULATIONS

[Safety Regulations 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 law 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 regulations:

* 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 regulations most accurately?

- () 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 have been adopted in your country?

* Scheduled 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:

* The number of staff members of law/regulations formulation:

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

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

(1) Assessment of current situations (Concerning the organization/department assigned to the investigation and analysis of traffic accidents...)

* Name of organization/department:

* The number of assigned staff members:

* Jurisdictional government office:

(2) Deciding law/regulations formulation policy

* Means of collecting information needed to decide law/regulations formulation policy (ex. information on the policies, latest technologies, harmonization movement of other nations):

() Internet

() Private research institute

() Participation in international conferences

? Name of conferences:

() Other ?

* Does the government employ an advisory body?

() Yes

* Name of the advisory body:

- * Type of the 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 drafts:

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

* Are drafts disclosed to the public or disseminated to only 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 comments are received?

()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 law/regulations

* Name of jurisdicitive government office/department:

* The number of staff members of law/regulations formulation:

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

* Means of announcing the establishment or revision of law/regulations :

()Internet

()Hard copies

()Other ?

(5) Evaluation of effects of automobile safety law/regulations

* Are effects of established or revised law/regulations evaluated?

()Always evaluated

()Evaluated only in case of necessity

()Not evaluated

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

5. Please describe the vehicle categories in safety and environment law/regulations .

[Environmental Regulation System]

6. Please answer the questions below, concerning your automobile environment law/regulations (basic law and technical regulations).

* Name of law (basic law):

Environmental Quality Act, 1974

* Profile of law (Which law 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 regulations:

- (1) Environmental Quality (Control of Emission from Diesel Engines) Regulations 1996**
- (2) Environmental Quality (Control of Emissions from Petrol Engines) Regulations 1996**

* 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 regulations most accurately?

- Completely harmonized with ECE Regulations
Examples of applicable regulation items ?
- Basically harmonized with ECE Regulations, partly containing unique requirements
Examples of applicable regulation items ?
Vehicle emission should comply to ECE/EEC Regulations, or other equipment or more stringent standards.
- 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 have been adopted in your country?

* Scheduled to implement new regulations and to revise current regulations:

7. Provide answers to the questions below, pertaining to the jurisdictional office and staff for your automobile environment law.

* Name of jurisdictional government office/department:

Department of Environment Malaysia

* The number of staff members of law/regulations formulation:

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

Degree in Engineering or Science. i.e. Bachelor in Engineering or Science.

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

Department of Environment

* The number of assigned members:

* Jurisdictional government office:

Department of Environment

(2) Deciding of law/regulations formulation policy

* Means of collecting information needed to decide law/regulations formulation policy (ex. information on the policies, latest technologies, harmonization movements of other nations):

() Internet

() Private research institute

Participation in international conferences

? Name of conferences:

Other ? Meetings/discussions with international organization visiting delegations (including vehicle manufacturers) coming to DOE.

* Does the government employ an advisory body?

Yes

* Name of the advisory body:

* Type of the 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:

Department of Environment & Attorney General Department

* The number of staff involved in making drafts:

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

* Are drafts disclosed to the public or disseminated to only interested groups?

Disclosed to the public

? Means of disclosure: Internet

Hard copies

Other ? Drafts are discussed with vehicle association to get their inputs/comments for further consideration.

Disseminated to only interested groups

? Means of disclosure: Internet

Hard copies

Other ?

Not disclosed

* Are comments invited and received?

Received ? How many cycles of comments received?

- 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 environment law/regulations

* Name of jurisdictional government office/department:

* The number of staff of law/regulations formulation:

* Expertise/qualification required of drafts formulation staff (also indicate the existing training system, if any):

* Means of announcing the establishment or revision of law/regulations:

- Internet
- Hard copies
- Other ? **Official daily gazette, Mass media.**

(5) Evaluation of effects of automobile environment law/regulations

* Are effects of established or revised law/regulations evaluated?

- Always evaluated
- Evaluated only in case if necessary
- Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification.

Department of Environment & Standards and Industrial Research Institute of
Malaysia (SIRIM)

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 interference Anti-theft

Reflex reflectors Lamps Safety belts Wiper/washer

Head restraints Glass Tires Trailer hitch

Speed limiter Child restraint system Headlamp cleaners

Other ?

System certification

? Noise Exhaust emission Tank/rear underrun protection

Number plate Steering equipments Door latches/hinges

Horn Mirror Braking Electromagnetic interference

Diesel smoke Interior projections Anti-theft

Steering impact protection Seats/seat anchorages

External projections Speedometer Nameplate

Safety belt anchorages Installation of lighting/light-signaling devices

Towing hook Safety belts Direct visual field Symbol

Defroster/demister Wiper/washer Heater Wheel guard

Head restraints Fuel consumption Engine power

Heavy-duty diesel emission Sideguard Glass

Weight/dimensions Tires Trailer hitch

Flame retardant interior materials Speed limiter Frontal collision

- Side collision Rear-end collision Rollover Bumper
 Other ?

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

- Yes
 No

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

* Name of law:

* Of the three cases below, which one describes the law most accurately?

- 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/regulations 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 performance test ? Test item:
 Other ?

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

- Required **Only green engine certification by SIRIM**
 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 ? **Vehicle emission test report by internationally recognized lab or vehicle manufactures labs.**

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

2 weeks for DOE

10. How much is the approval fee?

No fees for DOE's approval.

* /type

* /test

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

- Witnessed **for green engine certification by SIRIM**
- Not witnessed **for certification by DOE (only check the documents provided)**
- Done by the manufacturer

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

[Certification Facilities] (for vehicle emissions)

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 **(1)PROTON, (2) PETRONAS**

- * Name:
- * Type: ()Government
()Semi-government
()Private
- * The number of staff members:
- * Methods of staff training: **trained by m/vehicle inspection authorities(overseas) & vehicle manufactures.**
- * Activities of testing laboratory: ()Specialized in certification testing
(X)Performs both certification test and R&D
- * Construction cost of certification facilities: \$
- * Regulations for management of certification facilities; Name of regulations :
- * 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 test are serviceable at your testing laboratory?
Parts/component certification
? ()Horn ()Mirror ()Electromagnetic interference
()Anti-theft ()Reflex reflectors ()Lamps ()Safety belts
()Wiper/washer ()Head restraints ()Glass ()Tires
()Trailer hitch ()Speed limiter ()Child restraint system
()Headlamp cleaners ()Other ?
- System certification
? ()Noise ()Exhaust emission ()Tank/rear underrun protection
()Number plate ()Steering equipments ()Door latches/hinges
()Horn ()Mirror ()Braking
()Electromagnetic interference ()Diesel smoke
()Interior projections ()Anti-theft
()Steering impact protection ()Seats/seat anchorages
()External projections ()Speedometer ()Nameplate
()Safety belt anchorages
()Installation of lighting/light-signaling devices ()Towing hook
()Safety belts ()Direct visual field ()Symbol
()Defroster/demister ()Wiper/washer ()Heater
()Wheel guard ()Head restraints ()Fuel consumption
()Engine power ()Heavy-duty diesel emission ()Sideguard
()Glass ()Weight/dimensions ()Tires ()Trailer hitch

- Flame retardant interior materials Speed limiter
 Frontal collision Side collision Rear-end collision
 Rollover Bumper Other ?

14. Number of examined cases.

- * The number of examined items: items/year

* The number of examined types: types/year

* The number of examined vehicles: units/year

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

- No
 Yes ? Name of laboratory:

[Certification Examiners and Staffs]

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

17. The number of certification examiners:

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

19. The number of certification experts of testing laboratory:

III. HARMONIZATION ACTIVITIES OF ASIAN NATIONS

1. Does your country produce automobiles?

Yes ? Does your country also import automobiles?

Yes **Malaysia produce and also import automobiles.**

No

No

2. When will your country participate in WP29 as an observer?

Already participating ? Since

Scheduled to participate ? From about

Hoping to participate, but no definite plan

Not considering participating

3. Assuming participation in WP29, which government office will be assigned to technical discussion for harmonization?

* Responsible office:

(1) Department of Environment

(2) Road Transport Department

4. Does your country intend to join UN/ECE 1958 Agreement?

Yes ? Scheduled data of joining:

No

5. Assuming adoption of ECE Regulations, do you have problems or obstacles (unique national factors, etc.) to be overcome for harmonization?

Yes ? Specific problems or obstacles to be overcome:

No intention

6. Assuming adoption of ECE Regulations, will the ECE Regulations be the only regulations of your country or will they be alternative regulations?

The only national regulations

Alternative regulations (that is optional)

7. Does your country intend to join the Global Agreement?

(X)Yes ? Scheduled data of joining:

()No

8. In your opinion, what will be the principal merit and demerit (problem) of harmonization?

* Merit:

Need no further emission testing by importing countries since vehicles are of the same standards, thus saving cost and time on its further testing by the local enforcement authorities.

* Demerit:

9. In your opinion, what will be the merit of mutual approval of certification based on regulations harmonization?

Cost and time saving by the countries involved.

10. How is your country going to achieve harmonization? (If your country considers participation in WP29 too demanding, are there any second-best steps for harmonization?)

In terms of vehicle emission, we are already using the ECE/EEC Regulations. Thus, we are in the line towards harmonization works / activities as being proposed.

11. When planning to establish a regulation, what will be the important deciding factors? (For examples, the need for global harmonization, solution of immediate problems, technical potentials of your country's automobile industry, state of infrastructure development.)

- (1) Solution of immediate problems.
- (2) The need for regional harmonization.
- (3) The need for global harmonization.

12. Do you have expectations and requests to JASIC in your country's efforts to promote harmonization?

In terms of vehicular emission, DOE have adopted the ECE/EEC regulations. However, we would like appreciate JASIC's assistance in establishing the

acceptable mechanism to be adopted forwards the implementation of mutual recognition for the above certification activities by all countries.

IV. VEHICLE INSPECTION

1. History of vehicle inspection system.

- * When was the vehicle inspection system implemented first in your country?

- * What were the reasons for introducing inspection system? (Could we have some documents which illustrate the backgrounds of introducing the inspection system, if available.)

2. Related regulations stipulating vehicle inspection system and inspection institute. (Please fill in the blanks below concerning regulations of inspection system, inspectorate organization, inspection fees, operation budget and inspectors' qualifications.)

- * Jurisdiction (responsible department for regulations):

- * The name of the regulations :

- * The outline of the regulations :

3. Organization to do the inspections.

- * Operating organization:
 - ()Government-operated
 - ()Municipal-operated
 - ()Nonprofit organization
 - ()Private sector

- * If there are two or more forms of operating organizations, how do they share the market? Or do they simply competing?

- * If it is operated by private sector, is there designation system by government? The outline of designation system:

- * Is there only one organization to do the inspection (monopoly) or does one company do their business in the allocated area (area monopoly) or are some companies competing each other in the market?
 - ()Only one organization does the inspection (monopoly)
 - ()One company does their business in the allocated area (area monopoly)
 - ()Some companies compete each other in the market

- * The total number of inspection centers:
 - ? The number of government-operated inspection centers:
 - ? The number of private inspection centers:

- * We would like to have organization chart and business activity outline of inspection institute, if they are available.

4. Inspectors.

- * Are there any regulations which stipulate qualifications for inspectors?
 - () No
 - () Yes ? The name and the outline of the regulations:

- * Do qualifications for inspectors belong to individuals (accredited by law) or does inspection institute give qualifications for inspectors to their employees? (Do the inspectors lose the qualifications when they quit the institute?)
 - () Belong to individuals
 - () Belong to the organization (institute)

- * The total number of inspectors:

5. Budget for inspection.

- * What is the itemized budget for government-operated inspection? (We would like to have documents concerning the budget and operation.)

- * Are the operations of nonprofit organization and private sector subsidized by government? If so, what specific operations are funded?

- * How is the money collected from inspection fees spent? (ex. pay the new inspection equipment, building of inspection standards, training inspectors, etc.)

6. Inspection system.

Category	Initial inspection	Periodic inspection (Frequency)	Modification inspection	Inspection at transfer of ownership	Inspection of vehicle involved in accidents	On-roads random inspection
Heavy duty trucks	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No
Busses	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No
Light duty vehicles including Passenger cars	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No
Taxis	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No
Two-wheelers	()No ()Yes Inspection timing ?		()Yes ()No	()Yes ()No	()Yes ()No	()Regularly ()Irregularly ()Safety ()Emission ()No

*** Examiner**

The kind of inspection	The definition	Examiner (Inspector, Police officer, other)
Initial inspection	Inspection which a new motor vehicle must receive when it is newly operated.	
Periodic inspection	Inspection which a motor vehicle must receive when it is to be operated continually after the term of validity of the motor vehicle inspection certification is expired.	
Modification inspection	Inspection which a motor vehicle must receive when there were changes in the length, height, width, the maximum payload and other major specifications.	
Inspection at transfer of ownership	Inspection which a motor vehicle must receive when the ownership of the vehicle was changed.	
Inspection of vehicles involved in traffic accidents	Inspection which a motor vehicle must receive when it was damaged by traffic accidents.	
On-roads random inspection	Inspection which a motor vehicle must receive when it is picked up at random on the road.	

7. The outline of inspections.

Category	Average time for renewal inspection (minutes/vehicle)	The number of inspectors per vehicle	Inspection fees	The number of inspected vehicles per year	The passing rate (%)
Heavy duty trucks					
Busses					
Light duty vehicles including Passenger cars					
Taxis					
Two-wheelers					

8. Stickers or labels to show the vehicle’s passing the inspection.

<p>Sample of stickers or labels</p>	<p>Position of stickers or labels</p> <ul style="list-style-type: none"> () Windshield () Side window glass () Rear window glass () Engine compartment () Front pillar () Center pillar () Instrument panel () Other ?
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9. The procedures to be followed for vehicles failed in the inspection.

* Periodic inspection:

Go to a repair and service shop and get the vehicle adjusted. Go to inspection center again for re-testing.

? Within days of inspection failure

* On-roads random inspection:

10. The relation between vehicle registration and inspection.

- * Is the registration required for all vehicle categories?
 - () Yes
 - () No ? The vehicles in the following categories are exempted:

- * Is passing the inspection prerequisite for the re-registration?
 - () Yes
 - () No

- * What are the procedures from inspection to registration?

Registration

- * Department which has jurisdiction over vehicle registration (regulates registration system):

- * The name of the regulations :

- * The outline of the regulations :

- * The entity who contracted registration work:

11. The relation between safety/emission standards and inspection standards.

- * What is the relation between safety/emission standards and inspection standards?
 - () Identical
 - () Inspection standards are simplified approaches to confirm the compliance of vehicles with safety/emission standards
 - () Independent of each other
 - () Other ?

- * What is the procedure to incorporate the changes of safety/emission standards in the revised inspection standards?
 - () There is a system to link inspection standards with safety/emission standards
 - () There is no system

12. The relation between vehicle taxes and inspection.

- * What taxes are levied at a time of inspection?

* Is the amount of the above taxes decided by the inspection results? If so, which results?

* Department which has jurisdiction over vehicle taxes levied with inspection:

* The name of the regulations :

* The outline of the regulations :

13. The relation between insurance and inspection.

* Are there any compulsory automobile insurance? If so, insurance contract conformed at the time of inspection?

* Is the amount of the above insurance decided by the inspection results? If so, which results?

* Department which has jurisdiction over compulsory vehicle insurance:

* The name of the regulations :

* The outline of the regulations :

14. The effects of vehicle inspection system.

* Are there any data or calculated estimation which show the effectiveness of vehicle inspection system? (e.g. the number of traffic accidents decreased after the implementation of inspection system.) We would like to have the data, if available.

* Are there any analysis of the cost-effectiveness of inspection system? We would like to have the analysis, if available.

* How are the inspection data stored? Who stores them?

* How are the inspection data used? We would like to have reference materials regarding the data utilization, if available.

15. Application procedure for vehicle inspection.

* Is advance notice of vehicle inspection given to vehicle owners?

()Yes

No

* Are reservations for inspection possible?

Yes

No

* Who brings the vehicle to an inspection center?

Vehicle owners

Automobile mechanics of repair and service shop

Other ?

* Who drives the vehicle through the inspection line?

The person who brings the vehicle does

The inspector does

Other ?

* Is the check and maintenance of vehicles required before the inspection?

Yes

No

* Are there any designated parts which are required to be replaced at the time of inspections?

No

Yes ? Designated replacement parts:

* Are there any parts which are recommended to be replaced at the time of inspections?

No

Yes ? Recommended replacement parts:

16. Service and maintenance system.

* Do repair and service shops have to be accredited by government?

No

Yes

* What are the prerequisite to be accredited by government?

The size of the site of repair and service shop ? m² or more

The number of inspectors ? or mode

Other ?

* How many accredited or non-accredited repair and service shops are there?

()The number of accredited shops ?

()The number of non-accredited shops ?

* Is there accredited system for automobile mechanics?

()No

()Yes ? The number of accredited automobile mechanics:

* The name of the regulations:

* The outline of the regulations :

17. Other.

* Is re-inspection and reporting required for the vehicles damaged in traffic accidents?

()No

()Yes ? Within months

* Are there any associations for automobile service/inspection equipments?

()No

()Yes ? Name of associations:

[In-use Vehicle Inspection]

18. Does a periodic in-use vehicle inspection system exist in your country?

()Not exist

()Exists

19. What is the overseeing government office/department of the periodic in-use vehicle inspection system?

20. What organization performs the periodic in-use vehicle inspection?

* Name of organization:

* Type of organization:

()Government

()Semi-government

Private

* In case of private organization, government authorized is necessary?

Necessary

Not necessary

21. Please check all the inspection items performs in your country.

Side slip measurement

Brake force measurement

Measurement of speedometer accuracy

Luminous intensity/photometric performance of headlamps

Emission measurement-gasoline CO,HC

Emission measurement-diesel smoke

Emission measurement during mode running

22. Please check all the process required for automobile registration in your country, and indicate their chronological order (or time sequence) by writing in numbers.

Acquisition of type approval

Passing of new-vehicle inspection

Subscription to automotive insurance

Payment of automobile related taxes

Information of vehicle specification (data on weight, fuel consumption, etc.)

Other ?

V. 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 basic 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:

- Government
 Third-party organization
 Other ?

5. Budget for COP auditing organization: \$ /year

6. The name of auditors:

7. Compliance check testing.

* Is compliance check testing for mass-produced vehicles or in-use vehicles in your country?

- Yes ? Mass-produced vehicles
 In-use vehicles
 No

* What organization performs compliance check testing?

- Performed by governmental organization ?
- Commissioned to third-party organization ?

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

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 exist
- Exists ?

Specific Guidelines for Philippines

1. Guidelines for Technical Regulations

Items	Sub-items	Philippines	Guidelines	
Safety Law/Regulation System	1. Name of laws/regulations	Basic law: Republic Act 4136-Land Transportation and Traffic code RA 8750 Seat Belt use Act of the Philippines	<p>(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.</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>	
	2. List of technical regulations	seat belt, seat belt anchorage, lamps?		
	3. Contents of laws/regulations	vehicle/parts technical regulations, vehicle categories, vehicle inspection system, vehicle registration system.		
	4. Structure of laws/regulations	category, definition, technical requirement, test producers, testing equipment		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	Same requirements.		
	6. The number of adopted ECE regulations	Intention for adoption of ECE Regulations (Attached paper1)		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		Option (LTO)
		Language		English
Adopt the latest versions				
8. Jurisdictional government office/departments	DOTC-LTO			
Environmental Law/Regulation System	1. Name of law/regulations	Basic law: RA 8749 (Republic Act)/ The Philippine Clean Air Act of 1999 Technical regulations: DENR Administrative Order No. 2000-81 / Implementing Rules and Regulations for RA 8749	<p>(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.</p> <p>(4) Regulations have performance-based technical requirements which enable objective judgements 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	Exhaust emission, Ambient noise		
	3. Contents of laws/regulations	ECE15-04 (Motor Vehicle) : 98.7.1- ECE40-01(Motorcycle) 03.1.1- 91/441/eec (Passenger) : 03.1.1- 93/59/eec (Commercial V.) : 03.1.1-		
	4. Structure of laws/regulations	category, definition, technical requirement, test producers, testing equipment		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	Same technical requirements		
	6. The number of ECE Regulations adopted	ECE & eec		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		Replacement
		Language		English
Adopt the latest versions		No		

Specific Guidelines for Philippines

1.Guidelines for Technical Regulations

	8. Jurisdictional government office/departments	Department of Environment and Natural Resources, Environmental Management Bureau LTO		
Items	Sub-items	Philippines	Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process	(Attached paper 2)	Flow of Law/Regulations Making Process is clear.	
	2. Assessment of the current situation		Economies continuously monitor their own road safety and atmospheric situation. Use road safety and air quality data in the process of adopting internationally harmonized technical regulations.	
	1) Investigation and analysis of traffic accidents; Name of organization	Philippines National Police (Traffic Management Command)		
	2) Execution of ambient air monitoring; Name of organization	DENR Environmental Management Bureau is monitoring at 12 places.		
	3) Understanding of international movements (participation in international conferences/Use of research companies)	JASIC Government/Industry Meeting, APEC RTHP Meeting	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	Governmental body		DOTC-LTO / DTI-Bureau of Product Standards (BPS) / DENR-EMB
		Advisory body		Yes, several advisory bodies.
		Consulting Institution	Car Manufacturers and Governments	
	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 or laboratories in other countries if it is difficult to set up research institutes or laboratories in its own country.	
	2) Government office to make regulations drafts	Inter-Agency Committee(IAC)/TC44 --- DOTC/LTO, DTI/BPS, (DENR/EMB), NGO, Car Manufacturer	The defined government office responsible for vehicle administration makes regulations drafts (or in cooperation with other related offices /organizations).	
	3) The number of staff involved in draft making		Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	Graduated from engineering, Law, etc.	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	Disclosed to the public by hard copies information and by public hearing.	Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	Yes, every time.		
	5. Establishment of regulations		In finalizing technical regulations the following aspects are allowed for.	
	1) Government office to finalize and issue regulations	DOTC-LTO (Safety) DENR-EMB (Environment)	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	Inter-Agency Committee	Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Graduate from Mechanical/Chemical Engineering, Law, etc.	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.)	Internet, hard copies, mass media.	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	No system			

Specific Guidelines for Philippines

1.Guidelines for Technical Regulations

	2) Outline of the existing system	No system
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Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

	8. Jurisdictional government office/departments	Ministry of Transport (MOT) Road Transport Department (RTD/JPJ)	
Environmental Law/Regulation System	1. Name of law/regulations	Basic law: Environmental Quality Act, 1974 Technical regulations: i) Environmental Quality (Control of Emission from D ii) Environmental Quality (Control of Emission from I	
	2. List of technical regulations	Above mentioned	
	3. Contents of laws/regulations	Vehicle emission should comply to ECE/EEC regulations	
	4. Structure of laws/regulations	Environmental Quality Act, Environmental Quality	
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference	
	6. The number of ECE Regulations adopted	91/441/eec, 93/59/eec, 94/12/eec, ECE15-04 --- M/V ECE24-03, ECE49-02, ECE15-04, 93/59/eec --- M/V 97/24/eec (EUR01) --- waiting for final agreement (m	
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement	Replacement
		Language	English
Adopt the latest versions			
	8. Jurisdictional government office/departments	Department of Environment (DOE)	

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

Items	Sub-items	Malaysia	
Flow of Rule-making	1. Flow chart of laws/regulations making process	Attached Paper 2 (Safety), Paper 3 (Environment)	
	2. Assessment of the current situation		
	1) Investigation and analysis of traffic accidents; Name of organization	Proposed to form Vehicle Safety Council in 2003	
	2) Execution of ambient air monitoring; Name of organization	ALAM SEKITAR MALAYSIA (Private company)	
	3) Understanding of international movements (participation in international conferences/Use of research companies)	RTD/JPJ and SIRIM starts to participate to UN/ECE/ MOT participates to APEC TPT WG (however, no participation by DOE, RTD/JPJ, SIRIM participates JASIC Asia Govt)	
	3. Formulate policy on rule-making		
	Policy formulation body	Governmental body	MOT, RTD/JPJ --- Safety MOSTE, DOE --- Environment
		Advisory body	No (Safety) --- only MOT No (Environment)
		Consulting Institution	No (Safety) --- only MOT No (Environment)
	4. Make technical regulations drafts and solicit comments		
	1) Testing and research	SIRIM --- Noise	
	2) Government office to make regulations drafts	MOT, RTD, SIRIM --- Safety DOE, SIRIM --- Environment	
3) The number of staff involved in draft making	a few persons for MOT/RTD and SIRIM WG person (Safety) Min. 5 persons for DOE --- (Environment)		

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

๓๑	4) Expertise/qualifications required for draft-making staff	Mechanical Engineer (Safety) Degree in Engineering or Science (Environment)
	5) Solicitation of comments	(Safety) Yes. From the Road Safety Council and the 1 (Environment) No
	6) Public hearing	(Safety) No. However, discussion with association fr (Environment) No
	5. Establishment of regulations	
	1) Government office to finalize and issue regulations	MOT, DOE
	2) The number of staff involved in finalizing regulations	1 person (Legal advisor) for MOT, 2 persons for RTI Min. 5 persons for DOE including 1 legal Adviser (Er
	3) Expertise/qualifications required for final-rulemaking staff	Degree in Mechanical Engineering or Automobile Eng Degree in Engineering or Science and law (Environm
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Gazette, Press conference (TV, news paper), Web sit
	6.Evaluation of effects of new regulations	
	1) Existence or lack of system for evaluating effects of new regulations	Discussed and Revised based on recommendation wi Review time to time (Environment)
	2) Outline of the existing system	Getting statistic data from police (monitoring) and from press Yes, monitoring system (Environment)

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

Malaysia	Guidelines
(r1) Construction and use Rules 1959 Rules being revised will adopt most of the ECE	Currently the Motor Vehicle Construction and Use Rules being revised will adopt most of the ECE Regulations.
(Vehicle Uses) - Mandatory under (Vehicles) - Mandatory under Safety (i.e. combination of FMVSS, BS, ADR, JIS will process.)	(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.
(Vehicle Licensing Board Act 1987)	-Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when ECE Regulations are adopted as domestic regulations.
Circular/Notes	-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.
(met) (Construction), E66 (Strength), ECE104 (Markings), E109 (Tyre)	-When it is impossible to replace the existing local regulations, ECE Regulations or global technical regulations can be adopted as alternative regulations.

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

Diesel Engines) Regulations 1996 Petrol Engines) Regulations 1996	(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.
ions or other equivalent or more stringent standards.	(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.
regulations/Rules	(4) Regulations have performance-based technical requirements which enable objective judgements on pass or fail. -Technical requirements are quantitative, and tests are repeatable.
(Petrol) (Diesel) may be within this year) --- M/C	(5) Distinguish law/regulations an standards clearly. -Law/regulations are made compulsory by social requests, whereas standards are voluntary.

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

Malaysia	Guidelines
), Paper 4 (Malaysian Standard)	Flow of Law/Regulations Making Process is clear.
y) --- Environment	Economies continuously monitor their own road safety and atmospheric situation. Use road safety and air quality data in the process of adopting internationally harmonized technical regulations.
WP29 as observer participation to RTHP) Government/Industry Meeting	Regularly participate in WP29 and all GR subcommittees. Share the information obtained with relevant Government departments and industries, and make good use of it.
	Rule-making policy should be formulated through a consulting process. Establish a system to discuss with scholars and men of experience, users and industries.
	In making drafts of technical regulations the following aspects are allowed for.
	Make good use of information or utilize research institutes or laboratories in other countries if it is difficult to set up research institutes or laboratories in its own country.
	The defined government office responsible for vehicle administration makes regulations drafts (or in cooperation with other related offices /organizations).
s (including Experts from Unv. and Industries) ---	Secure appropriate number of competent staff.

Specific Guidelines for Malaysia

1.Guidelines for Technical Regulations

	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.
Police	Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.
on time to time.	
	In finalizing technical regulations the following aspects are allowed for.
	The defined government office responsible for vehicle administration finalizes regulations (or in cooperation with other related offices /organizations).
D (Safety) Environment)	Secure appropriate number of competent staff.
Engineering (Safety) ent)	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.
es, Published Road Transport Rules	Announce the final regulations through the official media such as the official gazette.
	It is desirable to review the effects of new regulations regularly by professional institutes.
th supporting data and facts (Safety)	
report, then evaluating by RTD (Safety)	

Action Plans for Philippines

1. Regulations

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Safety/Environmental Regulation System	There is a plan to adopt ECE Regulations as safety standards by using step 1(Fundamental safety /13 items), step2 (Passive safety /5 items) and step3 (Advance safety /2 items). Environmental regulation is planned to introduce based on ECE Regulations and EC Directives.	Adopt several safety ECE regulations start from basic items after discussion among TC44 member. Adopt ECE and/or EC exhaust emission regulations through current plan.	Increase the number of ECE safety regulation and Global Technical regulation based on introduction plan. Adopt ECE and/or EC exhaust emission regulations with more strength, if necessary.	Adopt all essential ECE/GTR Regulations
Flow of Rule-making	Inter-Agency Committee (IAC)/TC44 (DOTC/LTO, DTI/BPS, DENR/EMB, NGO, Car/Motorcycle/Parts Manufacturers Association, Academy) makes draft technical standards. After establishment of standards (PNS: Philippines National Standards) by BPS. DOTC or/and DTI can issues DAO (Department Administrative Order) as regulations. LTO implements their regulations.	Clarify the function of BPS and LTO as well as DTI and DOTC due to be distinguished between Technical standards (option) and Regulations (mandatory).		
Understanding on International Movements	Collecting information through internet and participation in international conferences are APEC-TPT-WG and JASIC G/1 meeting.	Participation in international conferences are APEC-TPT-WG and JASIC G/1 meeting And start considering to participate WP29/GRs as observer	Participation in international conferences are APEC-TPT-WG, JASIC G/1 meeting, and WP29/GR as observer And preparing to join to 58/98 Agreements	Join 58/98 Agreements And regularly participate WP29/GRs
Formulate Policy on Rule-Making and Make Technical Regulations Drafts	TC44 considers draft technical standards based on the situation for safety and environment.	Establish the system of introduction for technical regulations based on improvement of traffic safety and environmental condition.	Improving the system	
Evaluation of Effects on New Regulations	Evaluate only in case of necessity. Obtain opinions from associations.	Make plan to establish effective system both for Safety and environmental improvement.	Establish the system able to evaluate of new regulation.	

2. Type Approval System

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Type Approval System/Framework Law	Type Approval System does not exist. (Existing Emission Certification system.)	Study certification system including parts certification, system certification and vehicle type approval with reference to ECE certification system	Study test equipment required for ECE regulation. (ECE regulation itself does not required those of test equipment to issue the approval document by Government.)	All of ECE regulations are subject to mutual recognition agreement. Adopt ECE regulation systematically both for system and parts.
Type Approval Process/Operation	N.A. (Existing Emission Certification system.)	In case of lack of appropriate test lab to be conducted Relevant ECE regulations, accept manufacturer's own certification testing result. Study certification system of ECE. Establish education and training system for staffs.	Consider to establish own test facilities for ECE Regulations	

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Conformity of Production (COP)	COP does not exist.	Study COP system stipulated by 1958 agreement or that is feasible for Philippines.	Establish and implement COP arrangements for vehicles in line with 1958 Agreement.	Carrying out COP under 1958 Agreement.

Action Plans for Malaysia

1. Regulations

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Safety/Environmental Regulation System	Existing Safety/Environmental Regulation System. There is a plan to adopt ECE Regulations as safety standards and environmental regulation is planned to introduce based on ECE Regulations and/or EC Directives.	Adopt several safety ECE regulations start from basic items based on their schedule. Adopt ECE and/or EC exhaust emission regulations through current plan.	Increase the number of ECE safety regulation and Global Technical regulation depend on introduction plan. Adopt ECE and/or EC exhaust emission regulations with more strength, if necessary	Adopt all essential ECE/GTR Regulations
Flow of Rule-making	It is not so clear between Regulations and Standards except Exhaust Emission.	Distinguish between Regulations and Standards with related organizations And make clear flow them.	Propelling Rule-making and improve that system if necessary	
Understanding on International Movements	Participation in international conferences is APEC-TPT-WG (not RTHP), JASIC G/I meeting and WP29.	Make the budget in order to participate WP29 (as Observer) continuously and participate APEC-RTHP meeting	Join 58/98 Agreements And regularly participate WP29/GRs	
Formulate Policy on Rule-Making and Make Technical Regulations Drafts	Only few persons are in charge of rule making and no advisory body	Establish the committee formed by related government officials, academy and industries. Make a Middle/Long term plan to improve safety and environment condition based on analyzing from social situation.	Review for the plan of introduction of ECE Regulations	
Evaluation of Effects on New Regulations	No evaluation system Ambient air monitoring is conducted by Private company	Make plan to establish effective system both for Safety and environmental improvement.	Establish the system able to evaluate of new regulation and make their database.	

2. Type Approval System

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Type Approval System/Framework Law	Existing Type Approval and Recalling System but still draft condition. (Motor Vehicle rules 2002)	Finalize Type Approval System and officially start carrying out them. Study certification system for parts and system from ECE Regulation.	Study test equipment required for ECE regulation. (ECE regulation itself does not required those of test equipment to issue the approval document by Government.)	All of ECE regulations are subject to mutual recognition agreement. Adopt ECE regulation systematically both for system and parts.
Type Approval Process/Operation	Existing. Motor vehicle manufacturers submit technical specification based on data requested by government agency and accept ECE Regulations compliance.	In case of lack of appropriate test lab to be conducted Relevant ECE regulations, accept manufacturer's own certification testing result. Establish education and training system for staffs.	Consider to establish own test facilities for ECE Regulations	

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (2020)
Conformity of Production (COP)	COP does not exist.	Study COP system stipulated by 1958 agreement or that is feasible for Malaysia.	Establish and implement COP arrangements for vehicles in line with 1958 Agreement.	Carrying out COP under 1958 Agreement.

Agenda of APEC TPT RTHP Phase V Stage 3 Workshop

Chairmen: Mr.Mizuno/Mr.Yoshizawa, JASIC

10:30 – 10:45 Keynote Speech by Mr. Kimberlee, Overseer of RTHP

- Outline of current activity and future direction of RTHP

10: 45 - 11:00 Introduction by Mr. Yoshizawa, JASIC

- The primary objective of APEC
- The aim of RTHP activities
- The Object of this Working Shop

Workshop Panel A: Introduction of Technical Regulation

Workshop Panel B: MRA (Mutual Recognition of Agreement) on
Harmonized Regulations

11:00 - 12:00 Panel A - Introduction of Technical Regulations

- 1) Introducing of Automotive Safety and Environment Technical Regulations into Economies' Jurisdictions by Mr.Yoshizawa
- 2) How to introduce harmonized regulations by Mr.Tomimatsu, JASIC
 - 1. Status of 98 Agreement (GTR)
 - 2. Status of 58 Agreement (ECE Regulations)
- 3) Q & A's

----- Lunch 12:00 – 13:00 -----

13:00 – 16:45 Panel B - MRA on Harmonized Regulations

- 1) What is MRA(Mutual Recognition of Agreement) with Certification Systems for Vehicles, Parts, Equipments by Mr.Mizuno, JASIC
- 2) A model MRA(Mutual Recognition of Arrangement) by Mr.Kimberlee
- 3) Brief Presentation and Panel Discussion for MRA
 - 1. Presentation : Thailand, Japan, OICA, etc.
 - 2. Panel Discussion :

Economies: Thailand, Japan, Australia and Hong Kong, China

Industries: OICA, IMMA, etc.

----- Tee Break (15:00-15:30) -----

16:45 – 17:00 Wrap-up

RTHP WORKSHOP

24 September 2002

Brisbane Australia

STEPPING STONES

- Survey of Regulations applied in the region
- Analyse vehicle design features regulated in the region
- Examine Conformity Assessment and Certification arrangements
- Develop model Action Plan

STEPPING STONES

- Develop Action Plans for APEC economies on a voluntary basis
- Establishment of a 'model' Mutual Recognition Arrangement
- Formal inclusion of international vehicle manufacturer organisations
- Cooperation with the APEC Automotive Dialogue

POLICY DECISIONS

- Acknowledgment of the United Nations' World Forum for the Harmonization of Vehicle Regulations (WP 29) as the forum for the development of internationally harmonised road vehicle technical regulations
- Agreement to consider technical regulations developed under the 1958 and 1998 Agreements

PHASE V STAGE 3 IMPLEMENTATION

- Program has provided guidance and advice to APEC economies to develop harmonised regulations and certification systems
- Focus has been on developing APEC economies

TIME CONSTRAINTS

- Bogor Declaration seeking “free and open trade and investment in Asia-Pacific, no later than 2020 in the case of industrialised economies and 2020 in the case of developing economies
- Industry has advised that a 5 year lead time is required to allow product development and certification

ONLY 2 YEARS TO GO

REMAINING ISSUES

- Agreed list of vehicle design features to allow trade between APEC economies
- Resolution of “self certification” and “type approval” arrangements
- Capacity building in developing APEC economies
 - including training
- Engagement of all APEC economies

FUTURE OPTIONS

- Examine potential for future work under CTI Sub Committee on Standards and Conformance
- Examine potential for RTHP as an APEC PATHFINDER Project



ASIA-PACIFIC ECONOMIC COOPERATION

**21st APEC TRANSPORTATION WORKING GROUP
MEETING**

The Road Transport Harmonization Project Group (RTHP)

RTHP Phase 5 Stage 3 Workshop

Introduction

24, September, 2002

JASIC S. Yoshizawa

Introduction

The primary objective of APEC

- Bogor Deceleration in 1994
- The Osaka Action Agenda in 1995
- 3rd APEC Transportation Ministerial Meeting in 2002
- Principles of Automotive Technical Regulations Harmonization

The aim of RTHP activities

- Transportation Working Group (TPT-WG)
- RTHP activities for Motor Vehicle Harmonization
- RTHP Project Activity - Phase 5 Stage 3

The Object of this Workshop

Workshop Panel A : Introduction of Technical Regulation

Workshop Panel B : MRA (Mutual Recognition of Agreement)

on Harmonized Regulations

Bogor Deceleration(APEC Leaders meeting)

In 1994 in Bogor, the vision of an open trading system became the very ambitious goal of " free and open trade and investment in the Asia-Pacific by 2010 for developed member economies and 2020 for developing ones "

21 economies

Australia

Brunei Darussalam

Canada

Indonesia

Japan

Republic of Korea

Malaysia

New Zealand

Republic of the Philippines

Singapore

Thailand

Unites States

People's Republic of China

Chinese Hong Kong

Chinese Taipei

Mexico

Papua New Guinea

Chile

Peru

Russia

Vietnam

The Osaka Action Agenda in 1995

<Implementation of the Bogor Declaration>

ACTION PROGRAM FOR TRANSPORTATION

JOINT ACTIVITIES

Economies, through the Transportation Working Group, and through their own actions, will implement a range of actions aimed at achieving in the most concrete and ambitious way the priorities identified by Ministers and adopted in the Transportation Joint Ministerial Statement. The Transportation Working Group will also continue implementation of projects started by the group.

Specifically, the economies will undertake the following:

to **complete the Transportation Road Transport Harmonization Project** and **encourage the development of mutual recognition arrangements(MRA)** for road vehicles;

to encourage involvement of the APEC members in **dialogue with the United Nations Economic Commission for Europe (UN/ECE)** and to **strive to move towards harmonization of road vehicle regulations within an appropriate international forum**;

The APEC Transportation Working Group (TPT-WG)

The APEC Transportation Working Group (TPT-WG) fosters economic development in the Asia-Pacific region through recommendations to increase the efficiency of the regional transportation system.

The work of the TPT-WG is set out in the Action Program which is derived from the APEC Transportation Ministers' Statements of 1995 and 1997.

At the beginning of 1998, three Steering Committees were established in line with the priority areas of the Working Group:

More Competitive Transportation Industry (including infrastructure)

- Safe and Environmentally Friendly Transportation Systems (including new technologies)
- Human Resources Development (including training, research and education)

The TPT-WG is undertaking a number of activities to respond to these priority areas.

- Air Services Group,
- Electronic Commerce,
- Inter modal Task Force,
- Maritime Initiative,
- Port Experts Group,
- **Road Transport Harmonization**

3rd APEC Transportation Ministerial Meeting

(Lima, Peru, 6-9 May 2002)

JOINT STATEMENT

<More Competitive Transportation>

commend the work of the Road Transport Harmonization Project (RTHP) and endorse the efforts of economies to harmonize their vehicle regulations, in a manner consistent with improved safety and environmental protection, and through participation in the activities of the United Nations' World Forum for the Harmonization of Vehicle Regulations, including accession to the 1958 Agreement and/or the 1998 Global Agreement;

endorse the Principles of Automotive Technical Regulations Harmonization developed jointly by the RTHP and the Automotive Dialogue of the APEC Committee on Trade and Investment, and encourage, where appropriate, mutual recognition arrangements for the certification of automotive products by using the Model Mutual Recognition Arrangement developed by the RTHP;

Principles of Automotive Technical Regulations Harmonization-1

From APEC Automotive Dialogue WG

The Automotive Dialogue has endorsed the following Principles to guide the economies in the harmonization of automotive technical regulations. We have developed these Principles, recognizing that complete harmonization on a global scale will only be possible through the process created by the United Nations' Working Party 29, the "World Forum for Harmonisation of Vehicle Regulations" (WP29) and its activities and agreements, and support economies participation in WP29. The Dialogue believes that economies which use these Principles of Automotive Technical Regulations Harmonization, will facilitate achievement of the goals of the Bogor Declaration.

The Dialogue understands that there are essentially two certification systems existing for certifying compliance with automotive technical regulation, the Type Approval system used typically by Japan and the EU and the Self Certification System used by the United States and Canada. Economies using them should continue to cooperate in WP29 to harmonize existing and developing regulations. In addition, all economies, subject to their laws and regulations, will try to follow the procedures for the development and adoption of global technical regulations under WP29.

Principles of Automotive Technical Regulations Harmonization-2

APEC Economies should:

- 1. Recognize the UN/ECE WP29 as the focal point for harmonization and development of global technical regulations regarding safety, environmental protection, and energy efficiency.**
- 2. Recognize the WP29 also provides opportunities for mutual recognition of type approval certificates for vehicle parts and components.**
- 3. Participate in the activities of WP29.**
- 4. Strive to continuously improve and seek high levels of safety, environmental protection, and energy efficiency of motor vehicles and related parts through means that include international harmonization.**
- 5. Recognize that the global technical regulations established by WP29 should be used as a basis for national regulations in a manner consistent with the World Trade Organization Agreements, including the Agreement on Technical Barriers to Trade.**
- 6. Ensure openness and transparency in the implementation of global technical regulations and promote transparent and efficient domestic certification and approval processes.**
- 7. Provide assistance to developing economies as they develop their technical regulations.**
- 8. Recall their pledge under the Bogor Declaration to continue to reduce barriers to trade among APEC economies in a manner consistent with their rights and obligations under the WTO and other relevant international agreements.**
- 9. RTHP is the principal APEC body for technical regulation harmonization activity. The Automotive Dialogue will support as necessary.**

The Road Transport Harmonization Project Group (RTHP)

(RTHP started in April in 1994.)

The Road Transport Harmonization Project Group aims to promote the harmonization of road vehicle regulations for safety and emissions with international requirements together with mutual recognition arrangements(MRA) to facilitate trade of automotive product in APEC.

Benefits

- Improved safety and environmental protection
- Realising the Bogor Declaration <Free and Open Trade>
- Implementation of effective certification system and harmonised vehicle regulations

- **The goal of RTHP is to spread globally harmonized regulations and certification systems to all member economies**
- **RTHP activities will be executed in 5 phases, and RTHP is now in 3rd stage of phase 5**

APEC RTHP activities for Motor Vehicle Harmonization

- Phase 1(1994): Study of regulation items in the region(240)
- Phase 2(1995): 9 economies to analyze 9 items for P car
- Phase 3(1996-97): On basis of the format established in Phase 2, disparities in 51+20 items analyzed (Completed with JASIC serving as consultant)
- Phase 4(1998): Study and analysis of certification Systems (completed with JASIC)

•Phase 5(1999-): Each economy establish harmonized technical regulations and mutual recognition system

- 1st stage : 2 economies to produce their action plan on basis of a general guideline

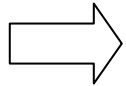
- 2nd stage: 7 economies to produce their action plans and hold workshop

-3rd stage : Remaining economies to produce their action plans, follow up for above 9 economies and hold workshop

2002

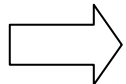


1. Providing advice to APEC member economies that does not have consult yet in the Road Transport Harmonization Project Phase V Stage 1 and 2 and may consider involvement in this project and assist these APEC member economies to develop Action Plans if they so wish.



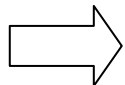
Republic of the Philippines, Malaysia, (Chile)

2. Providing technical information and advice to the nine APEC member economies that participated in the Road Transport Harmonization Project Phase V Stage 1 and 2, and developed strategies (Action Plans) to provide effective certification systems and internationally harmonized regulations if they so wish.



Thailand, People's Republic of China , Chinese Hong Kong, Chinese Taipei, Vietnam, Singapore, Australia, Indonesia, New Zealand

3. Hold a multilateral workshop to discuss options to facilitate the negotiation of mutual recognition arrangements between economies in the APEC region and the common problems and possible solutions



Workshop will be held during 21st APEC TPT Working Meeting at Brisbane, AUSTRALIA

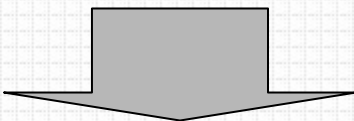
Summary

- Realising the Bogor Declaration " free and open trade and investment in the Asia-Pacific by 2010/2020 "
- Dialogue with the United Nations' Working Party 29, the "World Forum for Harmonisation of Vehicle Regulations"
(WP29)
- Accession to the 1958 Agreement and/or the 1998 Global Agreement under WP29
- Spread globally harmonized regulations



The Object of this Workshop

Workshop Panel A : Introduction of Technical Regulation



- Common problems from Consultation result

Workshop Panel B : MRA (Mutual Recognition of Agreement) on Harmonized Regulations



- Options to facilitate the negotiation of mutual recognition arrangements between economies in the APEC region from Contract



**21st APEC TRANSPORTATION WORKING GROUP
MEETING**

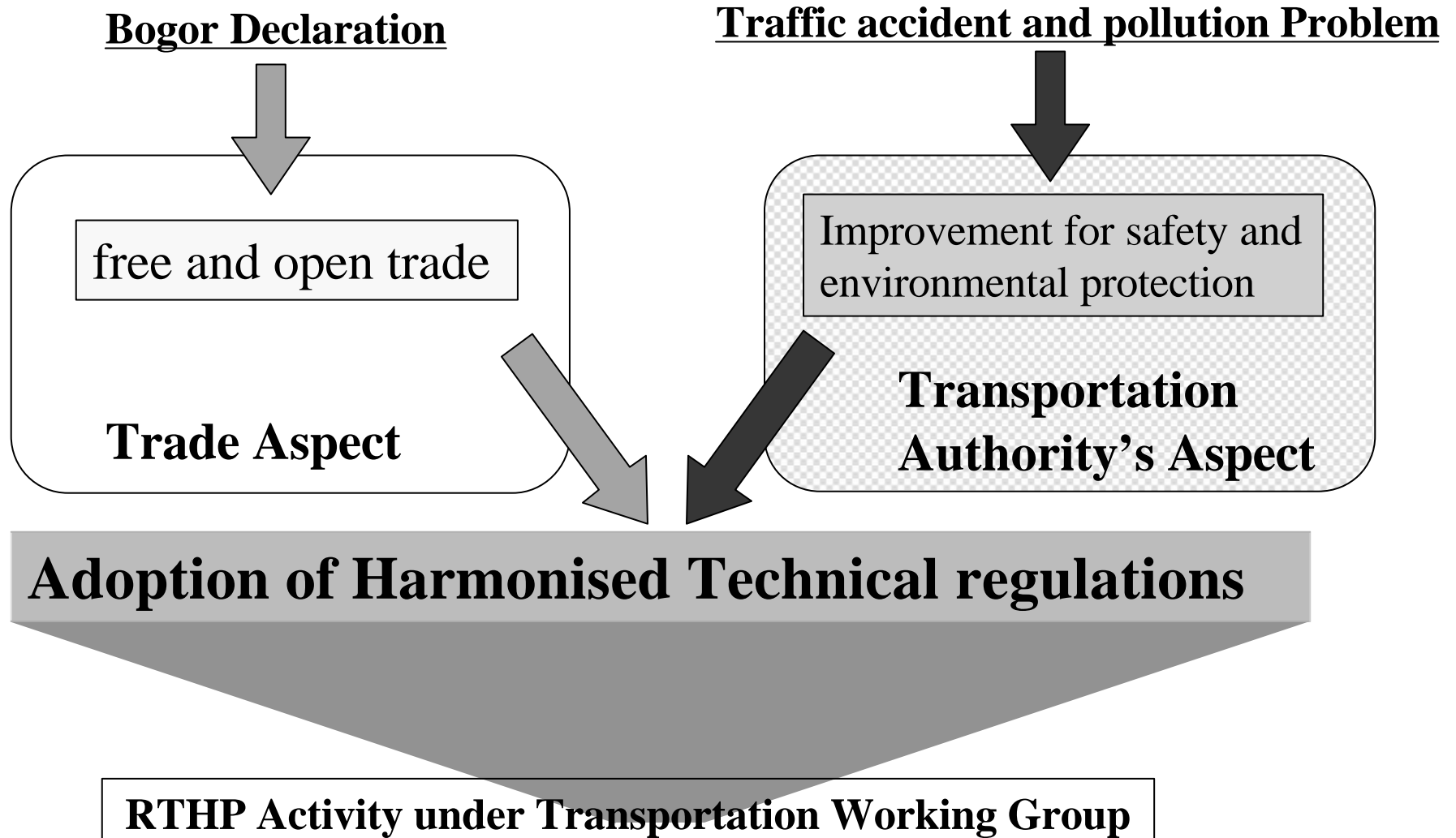
**The Road Transport Harmonization Project Group (RTHP)
RTHP Phase 5 Stage 3 Workshop**

**Introducing of Automotive Safety and Environment
Technical Regulations into Economies' Jurisdictions**

24, September, 2002

JASIC S. Yoshizawa

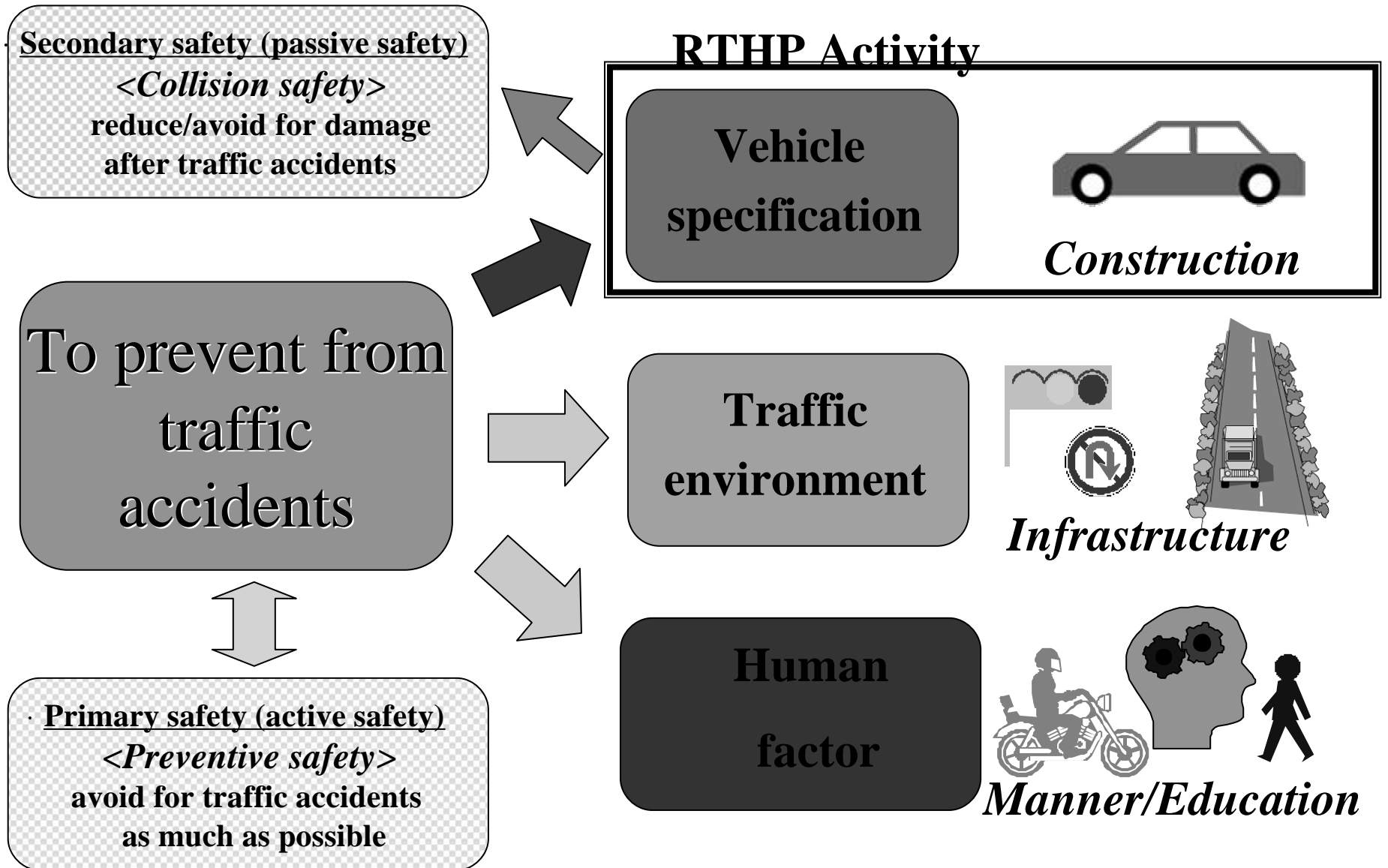
Introducing of Automotive Safety / Environment Technical Regulations-1



The APEC Transportation Working Group (TPT-WG) fosters economic development in the Asia-Pacific region through recommendations to increase the efficiency of the regional transportation system.

How to solve Traffic accident and pollution Problem ?

3 essential elements for safety



Major Sources of Pollution

Major Air Pollutants

CO

(Carbon Monoxide)

HC

(Hydrocarbons)

NO_x

(Nitrogen Oxide)

SO_x

(Sulfur Oxide)

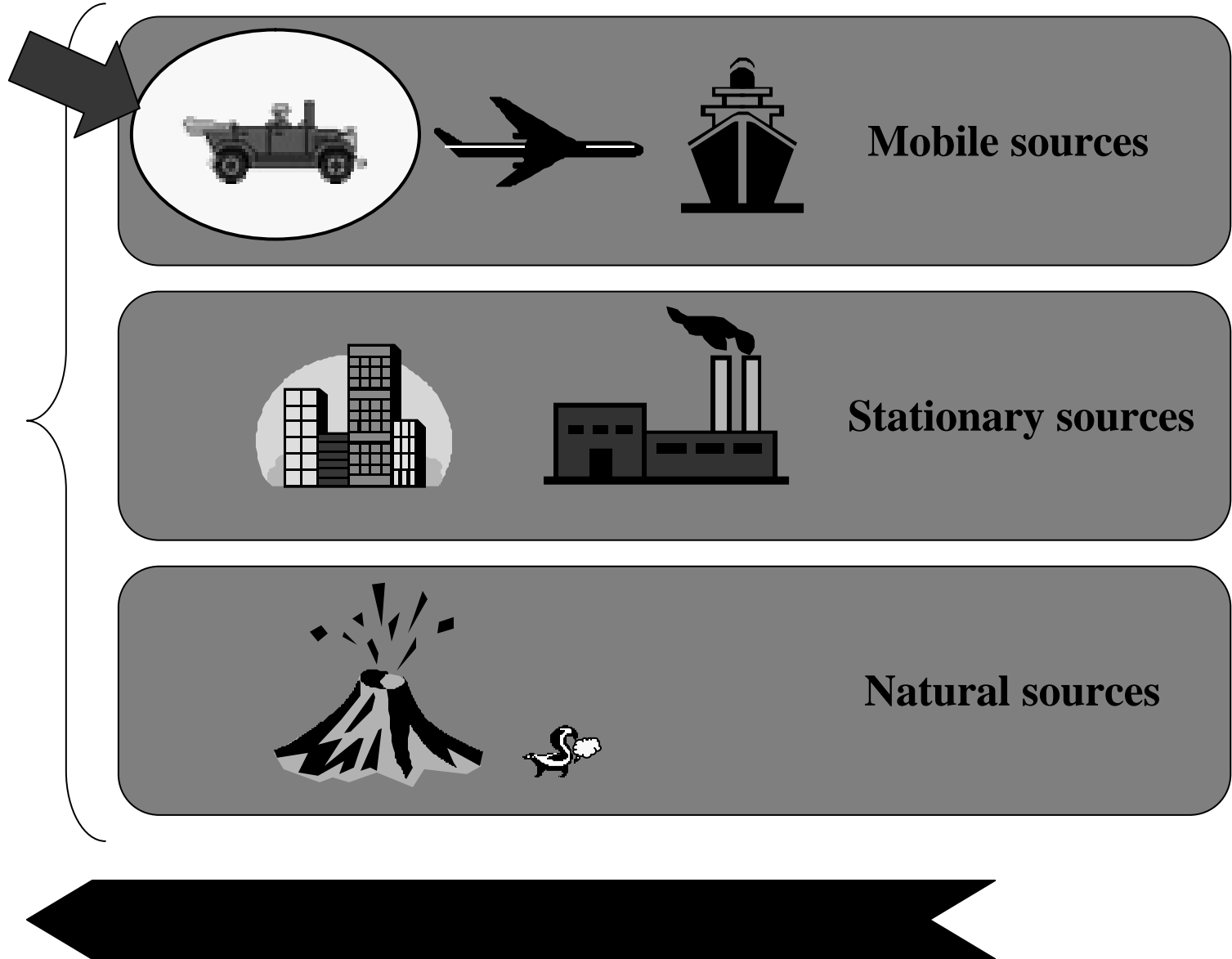
SPM

(Suspended Particulate Matter)

Pb

(Lead Compounds)

etc.



How to establish Harmonised Technical Regulations ?

Regulation Establishment Processes-1

(1) Understand the current traffic accident and air quality situation

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 conferential body including government, industry and academic experts in transport and environment 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.

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

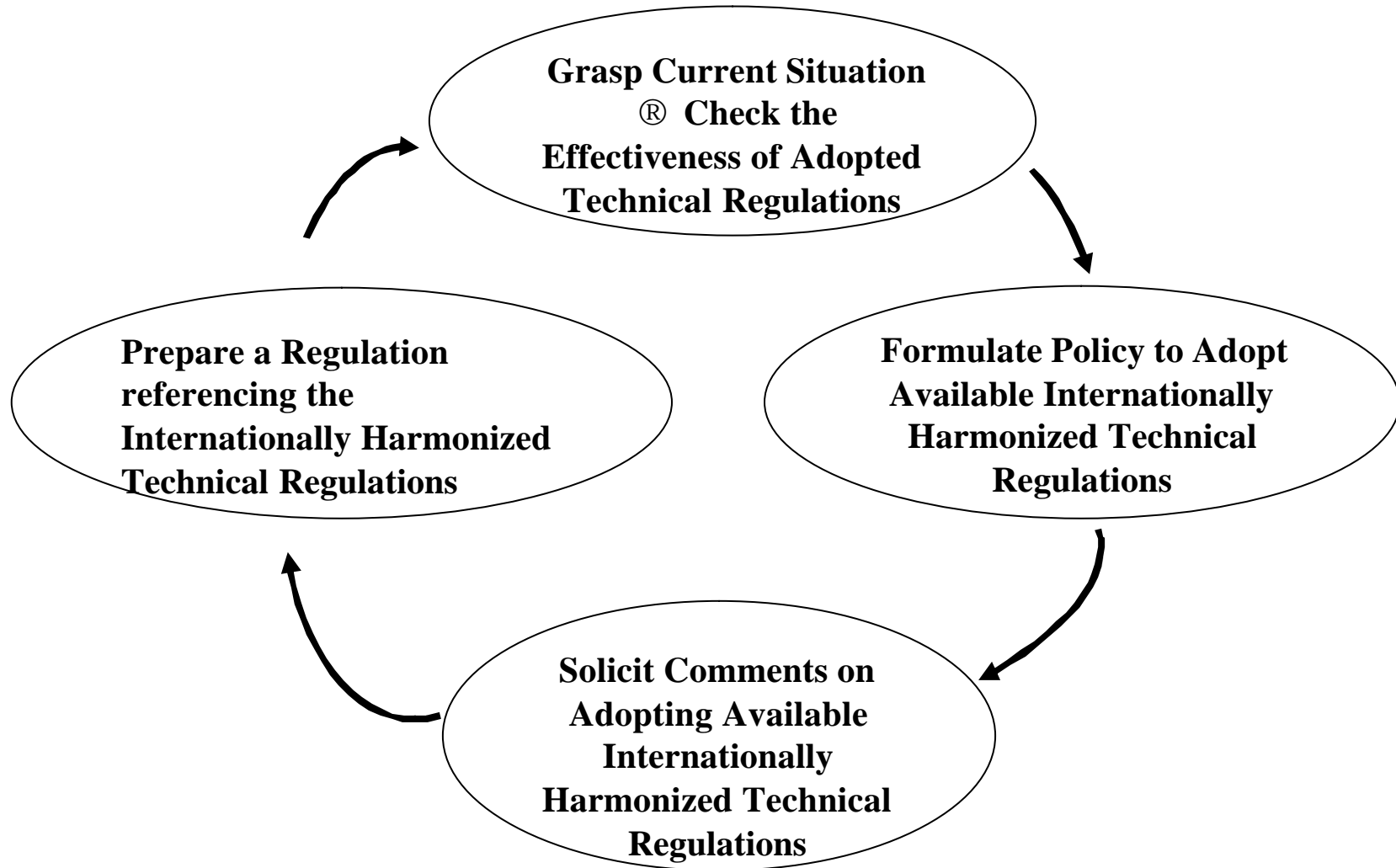
(4) Finalize and publish technical regulations

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

Regulation Establishment Processes-2

(5) Check the effectiveness of adopted regulations

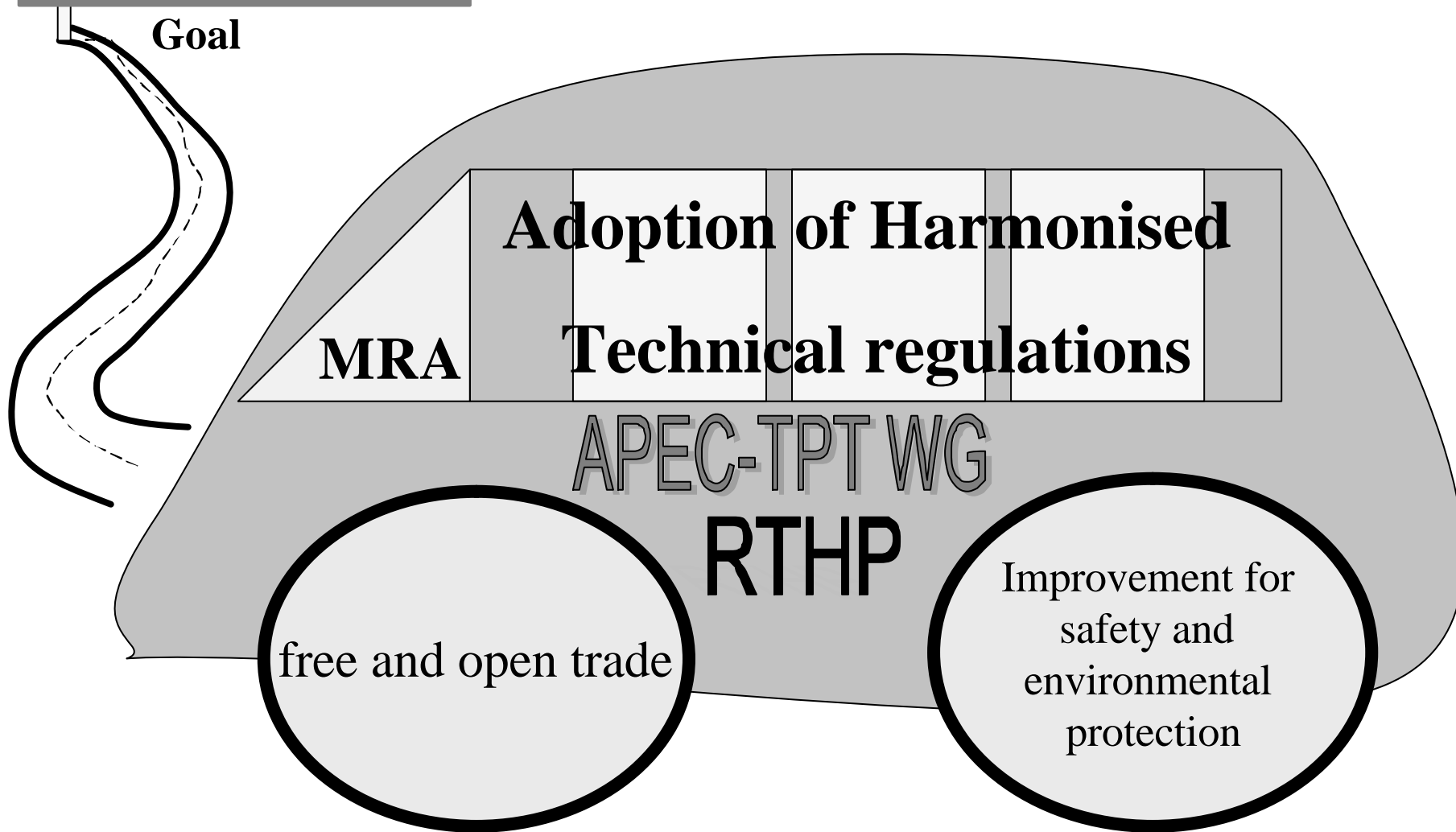
All of these regulation establishment processes should be transparent.



Summary

Bogor Declaration

Goal





ASIA-PACIFIC ECONOMIC COOPERATION

**21st APEC TRANSPORTATION WORKING GROUP
MEETING**

The Road Transport Harmonization Project Group (RTHP)

RTHP Phase 5 Stage 3 Workshop

***98 Agreement / 58 Agreement
under UN/ECE/WP29***

1. Organization of WP29

Global Harmonization Activities of Vehicle Technical Regulations

2. 1998 Agreement and 1958 Agreement

2.1 Principal Elements of the 1998 Agreement

2.2 Principal Elements of the 1958 Global Agreement

3. Re-establishment of vehicle technical regulations in each economy (Practical measures)

Technical regulations can be viewed as the embodiment of social requirements, and request automakers to develop a variety of technologies in response to those requirements.

It should be acknowledged that because these regulations and test procedures have historically been developed in isolation and therefore vary from country to country.

Since long, government and industry have been working side by side to develop safer and more environmentally friendly vehicles by establishing harmonized technical regulations under the UN/ECE 1958 Agreement.

Today we are also working in establishing technical regulations from a global standpoint.

The 1998 Agreement on the formulation of Global Technical Regulations (GTRs) entered into force in August 2000.

The United Nations' World Forum for the Harmonization of Vehicle Regulations, or WP29, is currently discussing or drafting a total of 22 GTR candidate items.

Yet, despite the need for early establishment of GTRs, most of the candidate items are being challenged by hurdles that are proving hard to surmount.

Regional Differences in Conditions

Road environment, climate, the public urgency of auto-related issues and the automobile industry itself are all factors that vary relative to the individual country or region and must be taken into consideration.

This being the case, in some countries or regions implementing the most stringent regulations is by no means the best way to resolve the safety and environmental issues associated with automobiles.

A tiered approach to stringency for a harmonized regulation or GTR would be one solution, whenever this would appear to be the most viable.

Products complying with GTRs should be accepted by countries/regions on a worldwide basis in accordance with the principle “tested once, accepted everywhere.”

However, if a country/region wishes it, different levels of stringency a harmonized regulation or GTR would be acceptable.

An identical testing procedure should be, even if different performance levels are adopted.

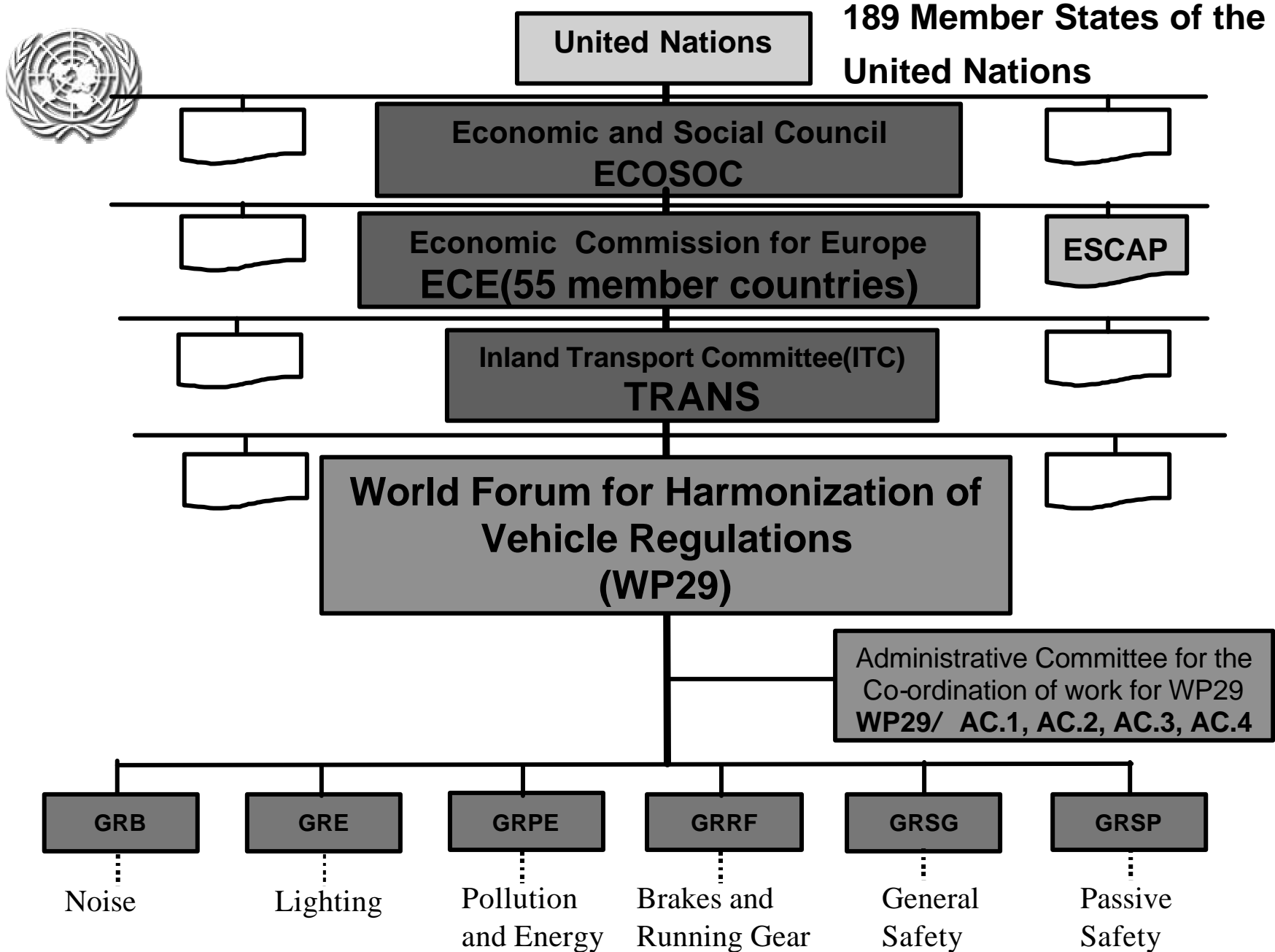
Differences in Linguistic and Cultural Environments

Matters involving linguistic and cultural differences pose sometimes considerable difficulties in achieving harmonization.

For example, indications on speedometers and odometers may appear in kilometers or miles, and caution labels are printed in different languages.

GTRs should provide for the design and installation of required equipment in order to resolve such problems.

1. Organization of WP29



**WP29 is a working party under the United Nations Economic Commission for Europe's Inland Transport Committee.
(Regularly, sessions of WP29 are held three times a year.)**

**It has re-named when Japan had joined 1958 Agreement as
“World Forum for Harmonization of Vehicle Regulations”.**

WP29 currently administers three Agreements:

- 1958 Agreement

- 1998 Global Agreement

**- 1997 Agreement on Periodical
Technical Inspections**

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

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

The process for developing a harmonized global technical regulation includes a technical review of existing regulations of the Contracting Parties and of the UNECE Regulations, as well as relevant such international voluntary standard as ISO.

The Agreement provides two different paths to the establishment of global technical regulations.

The first is the harmonization of existing regulations or standards.

The second is the establishment of a new global technical regulation where there are no existing regulations or standards.



The process for developing a new global technical regulation includes;

- the assessment of technical and economic feasibility,**
- 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.**

The establishment of a global technical regulation does not obligate Contracting Parties to adopt itself into their 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.

1	Specifications for controls, tell-tales and indicators	? / Canada
2	On-board diagnostic on heavy duty vehicles	Japan/ US
3	Installation of lights	? / Canada
4	Safety glazing materials	? / Germany
5	Common definitions (categories, masses, dimensions, etc.)	Japan / Japan
6	Braking of light duty vehicles	Experts/ ?
7	Exhaust emissions of heavy duty vehicles	Netherlands/ EC
8	Exhaust emissions of motorcycles	Germany / ?
9	Door latches and hinges	US/ US
10	Pedestrian protection	Japan / EC
11	Off-cycle exhaust emissions	US/ US
12	Particulate materials of non-road machines	Experts / EC
13	Braking of motorcycles	? / Canada
14	Lower anchorages of child restraints	? / ?
15	Head restraints	? / ?

Secondary Candidates of GTR

Supported by

1	Tires	
2	ITS (Intelligent Transportation system)	Japan
3	Forward vision	US
4	Exhaust emissions for light duty vehicles	Japan/ Germany
5	WORLD SID (Side impact dummy)	
6	Fuel Cells	
7	Vehicle compatibility	

Parties

CANADA

UNITED STATES OF AMERICA

JAPAN

FRANCE

UNITED KINGDOM

EUROPEAN COMMUNITY

GERMANY

RUSSIAN FEDERATION

PEOPLE'S REPUBLIC CHINA

REPUBLIC OF KOREA

ITALY

SOUTH AFRICA

FINLAND

HUNGARY

TURKEY

SLOVAKIA

NEW ZEALAND

NETHERLANDS

SPAIN

ROMANIA

AZERBAIJAN

The purpose of the Agreement is to provide procedures;

- for establishing uniform prescriptions regarding new motor vehicles and motor vehicle equipment, and**
- for reciprocal acceptance of approvals issued under Regulations annexed to this Agreement.**

The Agreement does not preclude those countries who have implemented self-certification (manufacturer's certification) systems from becoming Contracting Parties, and it recognizes self-certification as an alternative to type approval.

58 Agreement

=

ECE Regulations

+

MRA

A Contracting Party that has adopted an UNECE Regulation;

- be allowed to grant type approvals for motor vehicle equipment and parts covered by that Regulation, and**
- be required to accept the type approval of any other Contracting Party that has adopted the same Regulation.**

The Agreement also permits a Contracting Party, upon notice;

- to begin applying a Regulation after it has been established,**
- to cease application of a Regulation that it has been applying.**

In the latter case the Contracting Party is required to notify the UN Secretary-General of its decision one year in advance.

Parties

E 1 GERMANY	E 19 ROMANIA	E 38-39 -----
E 2 FRANCE	E 20 POLAND	E 40 THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA
E 3 ITALY	E 21 PORTUGAL	E 41 -----
E 4 NETHERLANDS	<u>E 22 RUSSIAN FEDERATION</u>	E 42 EUROPEAN COMMUNITY
E 5 SWEDEN	E 23 GREECE	<u>E 43 JAPAN</u>
E 6 BELGIUM	E 24 IRELAND	E 44 -----
E 7 HUNGARY	E 25 CROATIA	<u>E 45 AUSTRALIA</u>
E 8 CZECH REPUBLIC	E 26 SLOVENIA	E 46 UKRAINE
E 9 SPAIN	E 27 SLOVAKIA	E 47 SOUTH AFRICA
E 10 YUGOSLAVIA	E 28 BELARUS	<u>E 48 NEW ZEALAND</u>
E 11 UNITED KINGDOM	E 29 ESTONIA	E 39 AZERBAIJAN
E 12 AUSTRIA	E 30 -----	E 36 LITHUANIA
E 13 LUXEMBOURG	E 31 BOSNIA AND HERZEGOVINA	
E 14 SWITZERLAND	E 32 LATVIA	
E 15 -----	E 33 -----	
E 16 NORWAY	E 34 BULGARIA	
E 17 FINLAND	E 35-36 -----	
E 18 DENMARK	E 37 TURKEY	

3. Re-establishment of vehicle technical regulations in each economy (Practical measures)

- 1. No Global Technical Regulation has been established yet. It is expected more decades to realize that the sufficient GTRs will be prepared and have functions.**
- 2. 98 Agreement does not include the scheme of certification procedures. It is considered that the GTRs should be reflected into the ECE regulations, and give ECE the function of Type Approval system.**

It could be the realistic measure to take that APEC economies;

- 1. adopt or reflect ECE regulations into their regulations, and**
- 2. join 1958 and 1998 Agreement to influence for reflecting their wishes.**

No.	Regulaiton items	ECE No.	Required Test	Requirements
		Small Motor Vehicle	Objective	
1	Vehicle lighting Installation	ECE48-00-Sup.3	Vehicle	Dimensions
2	Headlamps	ECE112-00-Sup.1	Parts	
3	Direction indicators	ECE6-01-Sup.9	Parts	
4	Reversing lamps	ECE23-00-Sup.8	Parts	
5	Lamps Side/Rear/Stop	ECE7-02-Sup.5	Parts	
6	Reflex reflectors	ECE3-02-Sup.6	Parts	
7	Registration plate illumination	ECE4-00-Sup.8	Parts	
8	Brakes	ECE13H/ECE13-6	Vehicle	Deceleration, Electronic Magnetic Compatibility
9	Safety glass	ECE43-00-Sup.6	Parts	
10	Emissions	ECE83-05-Sup.2	Vehicle	
11	Seat Belts	ECE16-04-Sup.12	Parts	Tensil strength test, Durability test, etc.
12	Seat belt anchorages	ECE14-05-Sup.2	White Body (be destroyed)	Tensil strength test
			Vehicle	Anchorage location dimensions
13	Strength of seats	ECE17-07-Sup.1	3 Seats	Headform impact and moment tests
			White Body (be destroyed)	Sled test
14	Rear vision mirrors	ECE46-01-Sup.4	Parts	Impact tests
			Vehicle	Dimensions and visibility tests
15	Tyres (Passenger Cars)	ECE30-02-Sup.12	Parts	
16	Speedometer	ECE39-00-Sup.4	Parts	Accuracy check
			Vehicle	On dinamometer or actual distance mesurement
17	Exhaust Noise	ECE51-02-Sup.3	Vehicle	
18	Door latches and hinges	ECE11-02-Sup.1	Parts	Tensil and compression strength tests
19	Warning devices (audible)	ECE28-00-Sup.3	Parts & Vehicle	
20	Steering columns (Column intrusion and steering wheel impact)	ECE12-03-Sup.3	White Body (be destroyed)	Body block and Headform impact tests
			Vehicle (be destroyed)	Barrier test
21	Side Intrusion (Heavy-duty Vehicle)	ECE73		not for M1 vehicle
22	Rear Protective device	ECE58-01	Vehicle	Dimensions and tensil strength test
23	Tyres (Commercial Cars)	ECE54-Sup.14	Parts	
24	Diesel Smoke	ECE24-03-Sup.1	Vehicle	
25	Discharge Headlamps	ECE98-00-Sup.1	Parts	
26	Headreststraint	ECE25-04	White Body	Moment and impact tests
			Vehicle	Dimensions
27	Frontal Collision	ECE94-01-Sup.1	Vehicle (be destroyed)	Barrire test
28	Side Impact	ECE95-01-Sup.1	Vehicle (be destroyed)	Barrire test

Reference Information

Adoption of UN/ECE Regulations on JAPAN

ECE regulations Adopted in FY1998

- ECE3 categories of reflecting devices including rear reflectors
- ECE7 categories of lighting devices including brake lamps
- ECE13H braking devices for passenger vehicles
- ECE19 Front fog lamps
- ECE28 Audible warning devices and audible warning signals

ECE regulations Adopted in FY1999

- ECE6 Direction Indicators
- ECE23 Reversing lamps
- ECE27 Warning Triangles
- ECE38 Rear fog lamps
- ECE62 Protection Against Unauthorized Use (Motor cycle)
- ECE95 Protection of the occupants in the event of a Lateral collision

** Underline : same items for Recommendation list*

Reference Information

Adoption of UN/ECE Regulations on JAPAN

ECE regulations to be Adopted in FY2000

- **ECE77 Parking Lamps**
- **ECE91 Side-Marker Lamps**
- **ECE26 External Projections**
- **ECE39 Speedometer**
- **ECE81 Rear-view Mirrors(Motor cycle)**
- **ECE45 Headlamps Cleaners**

ECE regulations to be Adopted in FY2001

- **ECE11 Door Latches and Hinges**
- **ECE17 Seats**
- **ECE25 Head restraints**
- **ECE48 Installation of Lights**
- **ECE58 Rear underrun protection**

** Underline : same items for Recommendation list*



ASIA-PACIFIC ECONOMIC COOPERATION

APEC WORKING GROUP

The Road Transport Harmonization Project Group (RTHP)

2002 RTHP Project Activity - Phase 5 Stage 3

- 1. What is MRA (Mutual Recognition of Agreement)**
- 2. Certification Systems for Vehicles, Parts, Equipments**

JASIC

Mizuno

1. What is MRA (Mutual Recognition of Agreement)

Mutual Recognition Agreement

is an intergovernmental agreement for certification system

- **Purpose**

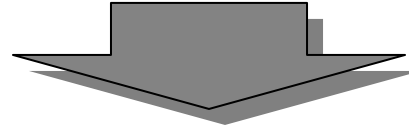
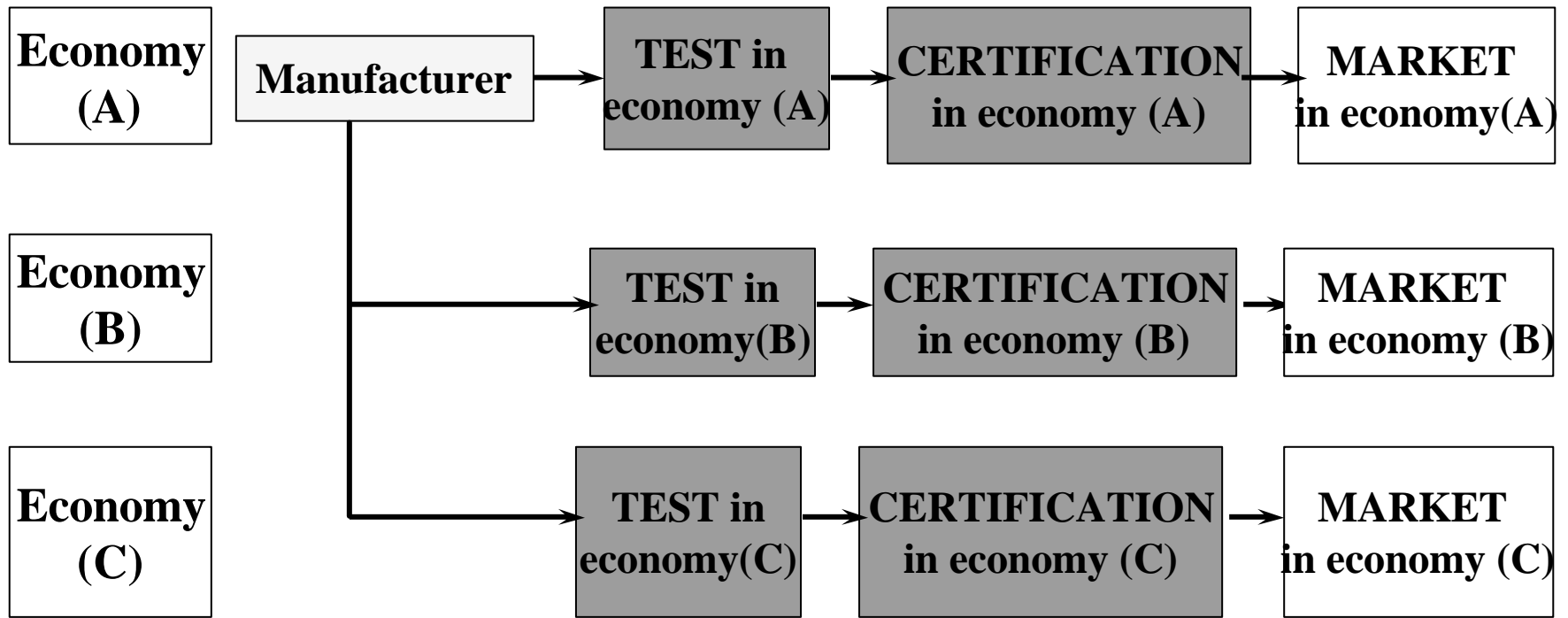
- ◆ To simplify certification processes and reduce time and costs for approval among the APEC Economies.

- **Concept of Mutual Recognition**

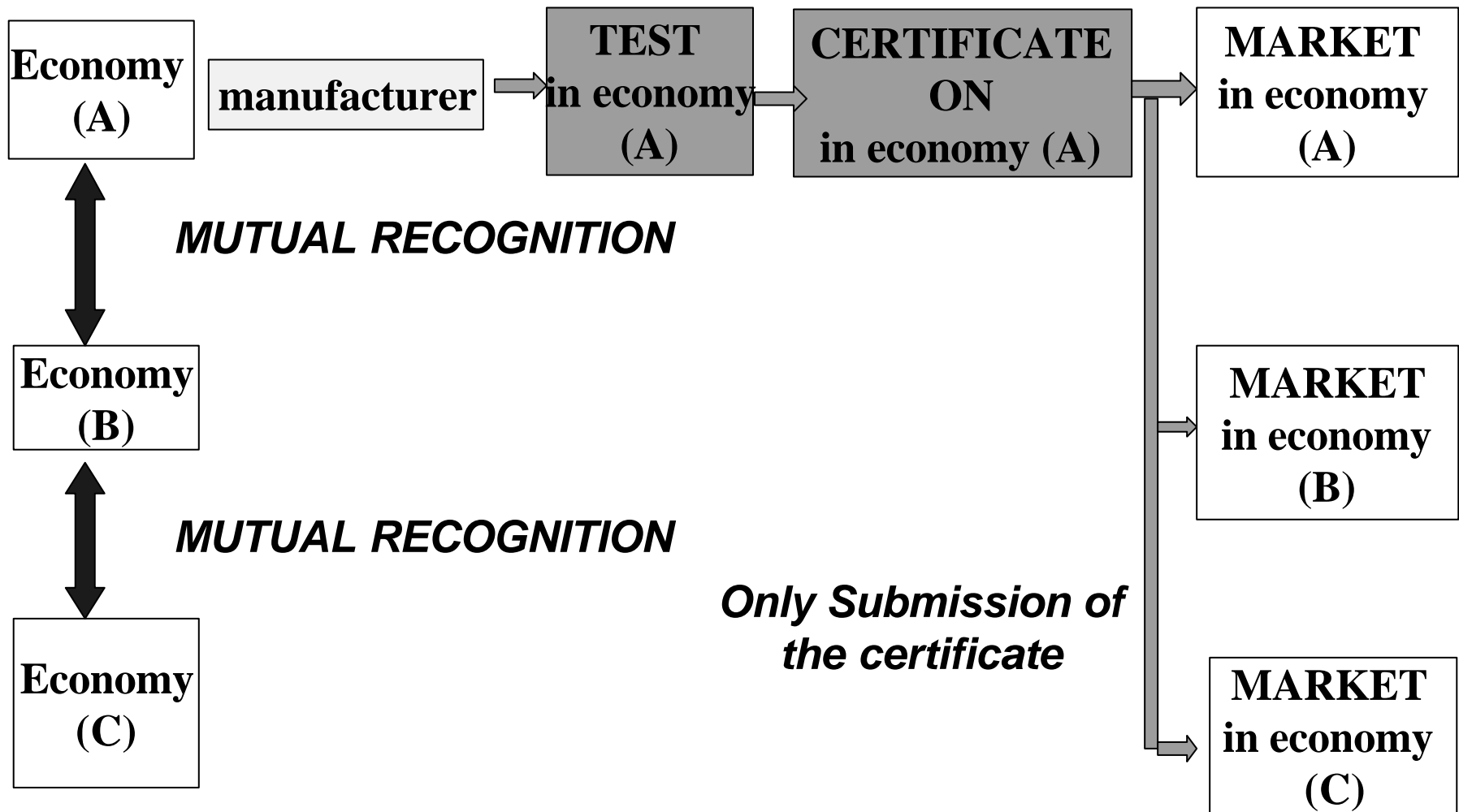
- ◆ The mutual recognition is that some equipment/vehicles tested in one economy (A) and verified to comply with requirement and other contracting economies (B) (C) - - is allowed to be used in each economy without testing and submitting data again for approval.
- ◆ With introduction of this system the certification processes on the equipment/vehicles won't be always necessary in every economy. This will improve market accessibility and reduce expense for certification.

1. What is MRA (Mutual Recognition of Agreement)

Individual System



Mutually Recognized Certification System

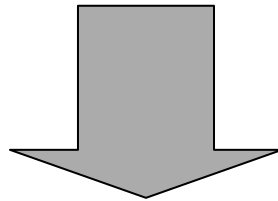


1. What is MRA (Mutual Recognition of Agreement)

Classification 1

Major Classification ---- 2 concepts

- 1. Mutual Recognition on the condition that **the Technical Regulations should have been harmonized.**
- 2. **Politic** Mutual Recognition can be available **under different Regulations**



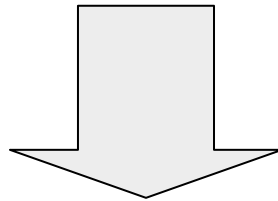
The RTHP consultation suggests the Harmonization of Technical Regulations as a necessary condition.

1. What is MRA (Mutual Recognition of Agreement)

Classification 2

Minor Classification ---- 2 concepts

- 1. Mutual Recognition in conformity to same Regulations.
(The requirements should be according with the technical regulations in the '58 and/or '98 Agreement.)
- 2. Mutual Recognition on every ECE Regulation with accession to '58 Agreement.



The RTHP consultation recommends MRA in accordance with '58 Agreement.

<Reference>

MRA is used properly as follows:

Agreement : an obligation, as made between economies.

(need a signature)

Arrangement : a plan or a way, which the Agreement is to be made in the future. The word should switch with the word “Agreement” when it succeeded.

2. Certification Systems for Vehicles, Parts, Equipments

1. Desirable State of Certification

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

2. Type of Certification System

Certification by Government

Vehicle type approval
System approval
Parts approval

JAPAN, EU(WVTA), Australia

Identification and Recognition of Certification by Another Government

Government Testing Lab

Government Approved Third Party Testing Lab Type

Manufacturers' Test Reports Acceptance Type

Certification by Manufacturers

Manufacturer must certify that vehicle complies with all applicable safety technical regulations before the vehicle may be sold

USA(safety)

Government tasks after sales:

- Monitoring
- Vehicle testing
- Parts testing
- Inspection and audit
- In case of non compliance, order recall of vehicles and parts, impose penalties, take legal actions, such as filing suit

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.

Features of Various Certification Systems -1		Compliance-checking cost on Government (Investment and operational fee)		
		Before motor vehicles are put on sale	After motor vehicle are put on sale	
Methods to Confirm Products Compliance	Confidence in Product Compliance	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
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
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
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

Features of Various Certification Systems -2

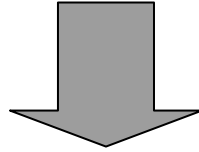
	Methods to Confirm Products Compliance	Feasibility for mutual recognition
1	Government Testing Type	In practice under the provisions of the 1958 Agreement and possible through individual MRA's.
2	Government Approved Third Party Testing Type	In practice under the provisions of the 1958 Agreement and possible through individual MRA's..
3	Acceptance of Manufacturers' Testing reports Type	Possible through individual MRA's such as the Mutual Recognition Agreement between Australia an Thailand.
4	Manufacturers' Self-Certification Compliance Type	Possible through individual MRA's or other international agreement

- Only acceptance of Certificates under 1958 Agreement : OK for All (1 – 4)
- Issuing of Certificates under 1958 Agreement : OK for 1 and 2

2. Certification Systems for Vehicles, Parts, Equipments

Certification systems

including complete vehicles, parts and vehicle sub systems



The RTHP consultation recommends that complete vehicles should be operated by every economy's policy. On the other hand, Parts and vehicle sub systems should be applied to MRA. (should respect every economy's rights.)

To facilitate MRA, Parts and vehicle sub systems should be applied at first. MRA would be better to apply to vehicles after some experiences.

Aim of this Panel B discussion is providing useful information and some hints to the economies who are now developing certification system and also the economies who are trying to improve their certification system

Consideration of MRA in Thailand



By

**Engineering and Safety Bureau
Department of Land Transport
Thailand**

Content

- ❑ **Sharing Experience on MRA**
- ❑ **Experience of Australia-Thailand MRA**
- ❑ **Possible Solutions for Successful MRA**
- ❑ **Summary**

Trend of MRAs in the World

- **EU-USA in 6 fields: telecom. equipment, EMC, electrical safety , others**
 - signed in May 1998
- **EU-Canada in 6 fields: telecom. equipment, EMC, electrical safety , others**
 - signed in May 1998
- **Japan-EU in 4 fields: telecom. equipment, electrical products, chemical products, pharmaceutical products**
 - signed in April 2001
- **EU-Australia in 8 fields including automobile,**
 - signed in June 1998

One Example: Japan -EU

- ❑ 4 fields: telecom. equipment, electrical products, chemical products, pharmaceutical products
- ❑ Trade volume:
 - Japan-EU : 2,500 billion yen
 - EU-Japan : 600 billion yen
 - total : 3,100 billion yen
- ❑ 7 years for negotiations (1994-2001)
- ❑ Estimated MRA cost = US\$ 4 million

MRA Priority Setting Criteria

- ❑ **Clear demonstration of tangible trade and regulatory benefits process**
- ❑ **Assessment of alternative regulatory tools**
- ❑ **Support from stakeholders**
- ❑ **Basic underlying compatibility in the regulatory systems**
- ❑ **Sufficient resources to ensure effective negotiation and implementation**

Experience of Australia-Thailand MRA

- ❑ Model MRA between Australia (FORS) – Thailand (TISI) under APEC of automotive products in 1999
- ❑ Cover only test report acceptance between Australia and Thailand
- ❑ Cover few standards: Seatbelt, Safety glazing, Gas emission for light truck
- ❑ No further step for enlarging scope of MRA and no sign from Thai industry for this requirement

Possible Solutions for Successful MRA (1)

- ❑ **Improve technical regulations in line with UNECE regulations as much as possible to reduce regulation incompatibility**
- ❑ **Improve capability of concerned competent authority for assurance of conformity assessment**

Possible Solutions for Successful MRA (2)

- ❑ **Join and sign 1958 agreement which include automatic MRA for cost effectiveness**
- ❑ **Work out the best way for possible MRA under 1998 Agreement as equal basis**

Summary

- ❑ **Harnomisation of technical regulations by participating in 1958 Agreement is cost effective way and step by step implementation**
- ❑ **To enhance the harmonisation by participating in 1998 Agreement and working out for possible MRA among APEC member economies**

Mutual Recognition Arrangement under UN/ECE 1958 agreement

21st APEC TRANSPORTATION WORKING GROUP Meeting

The Road Transport Harmonization Project Group (RTHP)

RTHP Phase 5 Stage 3 Workshop

**Takao Onoda
Ministry of Land, Infrastructure and Transport
JAPAN**

Mutual Recognition Arrangement in JAPAN

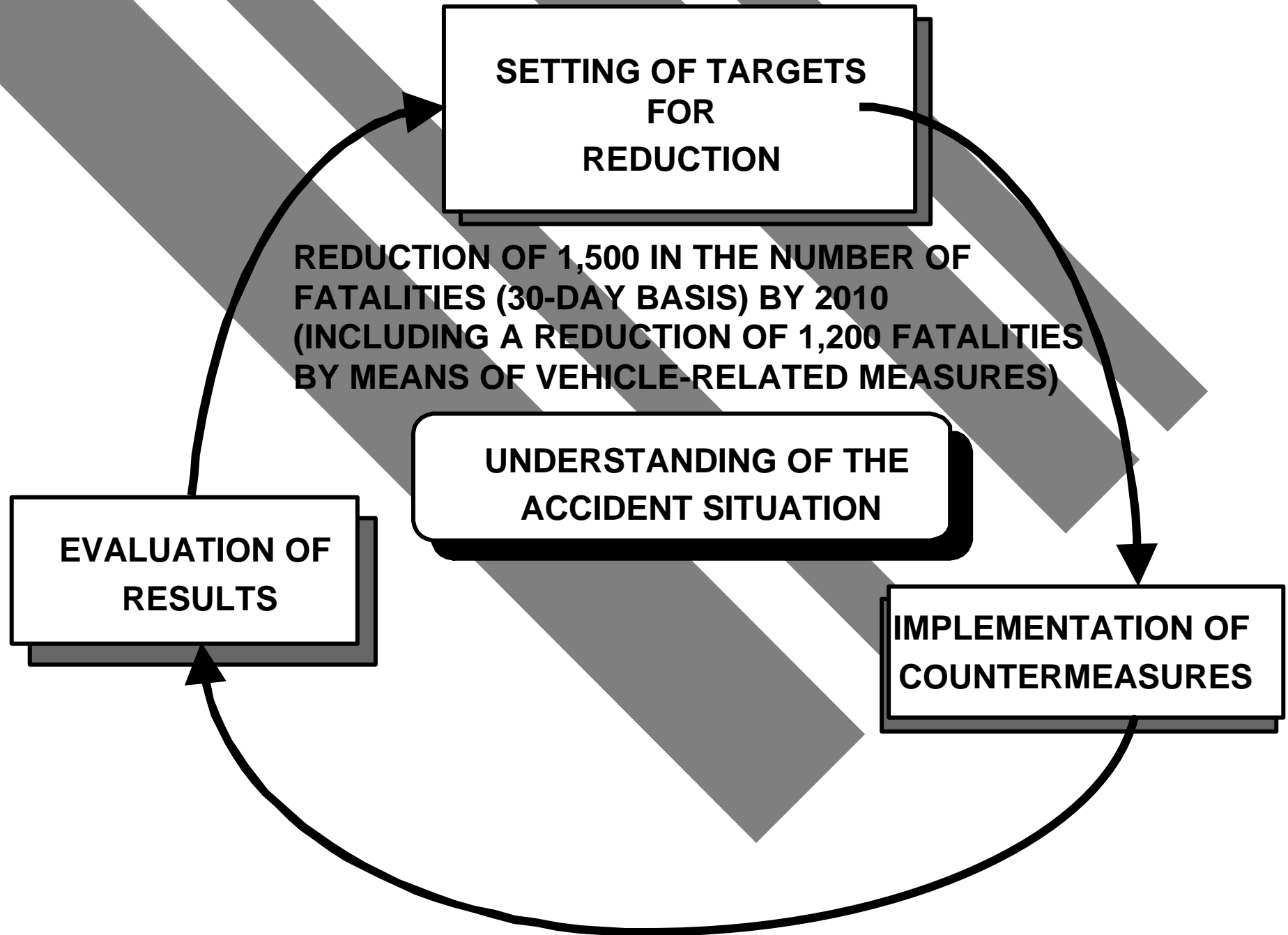
- Mutual recognition arrangement is an intergovernmental agreement which simplifies certification processes and reduces time and costs for approval when vehicles are imported and exported.
- It is agreed that APEC economies should recognize WP29 provides opportunities for mutual recognition of type approval certificates for vehicle parts and components.
- In 1998, Japan joined the UN/ECE 1958 agreement for mutual recognition for automotive equipments as the first party outside Europe.

Mutual Recognition Arrangement under UN/ECE 1958 agreement

To facilitate Mutual Recognition Arrangement under UN/ECE 1958 agreement, Economies are advised to;

- accede to UN/ECE 1958 agreement
- adopt the regulations annexed UN/ECE 1958 agreement
(ECE regulations)
- improve the testing authority's skills for type approval
in each economy

Basic Concept of Safety Regulation in JAPAN



Concept for Adoption of ECE regulations

In Japan, Adoption of ECE regulations is based on the prerequisite that there be no drawback in implementation effectiveness of safety and environmental measures, and the following four points are comprehensively evaluated to select which rules to adopt:

- (1) Benefit of implementing safety and environmental measures**
- (2) Status of activities for international harmonization**
 - disparities between Japanese regulation and ECE regulation
- (3) Status of facilities of technical service and manufactures for approval test**
- (4) Requests from domestic industry and overseas**

This approach continues to be used for future adoption of GTRs/ECE regulations.

Making proposal of draft regulations from JAPAN

Amendment of ECE Regulations
Development of GTRs

UN/ ECE
Secretary



Agenda

JAPAN

JASIC

- MLIT
- Automobile related industries

Preparatory meeting

- Research on technical issues
- Comments or report stating the Japanese position to be experts meeting
- Making draft documents by JASIC

AGREE

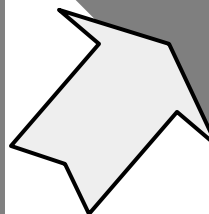
Attend WP29 or GRs

Presentation of
the Japanese
position

Delegation

MLIT

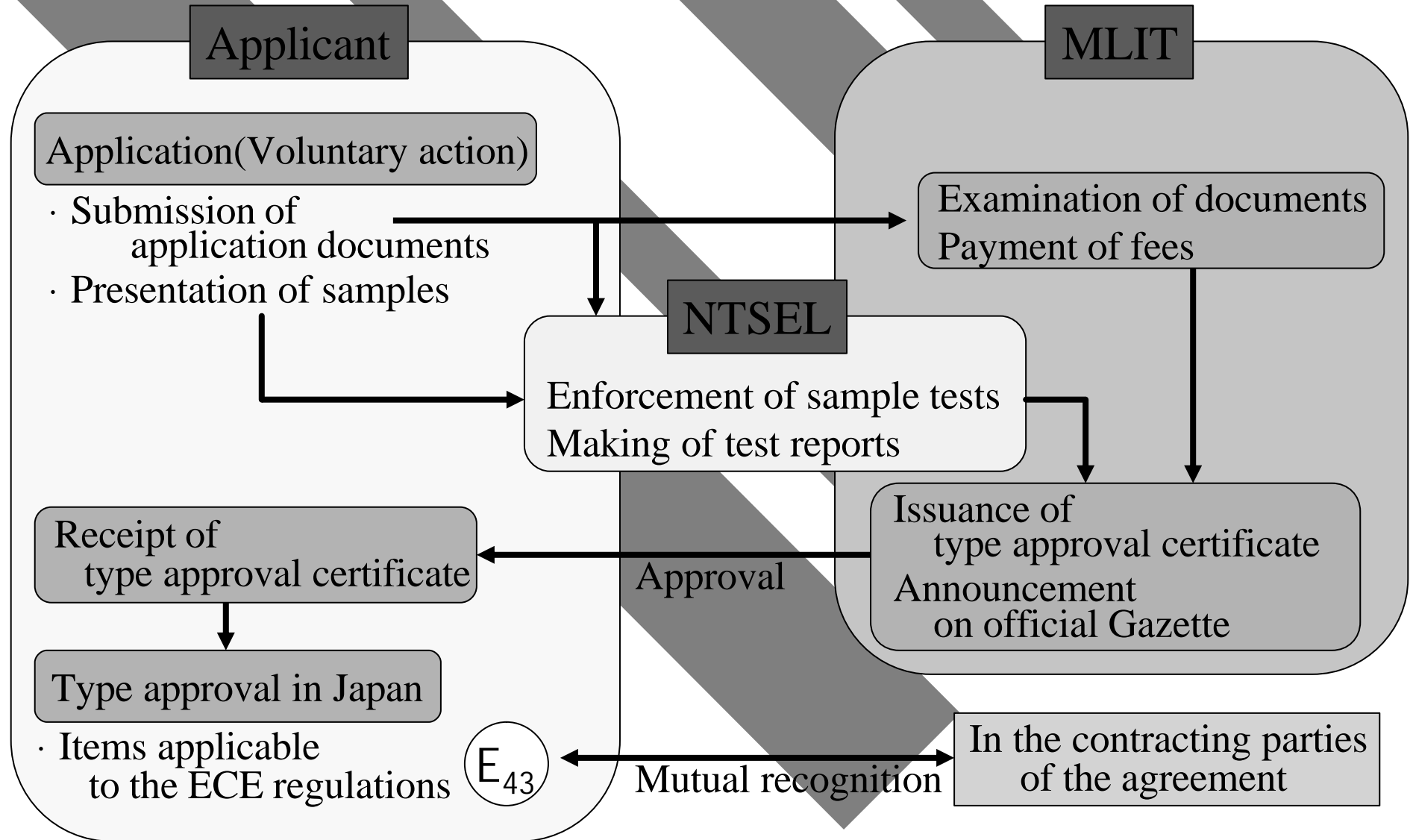
Experts (JASIC)



Various Certification Systems

Methods to Confirm Products Compliance	Government roll		
	Testing	Audit	Surveillance
Government Testing Type (or Government Approved Third Party Testing Type)	?		
Acceptance of Manufacturers' Testing reports Type		?	
Manufacturers' Self-Certification Compliance Type			?

Equipment type approval system in JAPAN



What is needed in government sector

Regulation

Capability to analyze effect of regulations on safety and environment is needed

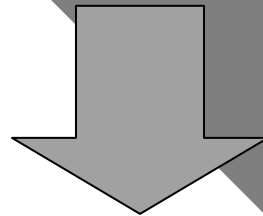
Testing

Skills of examiner is needed

- Enforcement of sample tests
- Making reports

Test Facility is optional

- It can be borrowed



Capacity building of officials and examiners is important



Conclusion

- **To facilitate Mutual Recognition Arrangement under UN/ECE 1958 agreement, Economies are advised to;**
 - adopt ECE regulations that improve safety and environment
 - improve the examiner's skills for type approval in each economy
- **Japan encourages and supports Asian economies' effort through APEC/RTHP activity.**

Efficient Certification System in Asia

APEC TPT-WG21 in Manila
RTHP Phase V Stage 3 Workshop
September 24, 2002 OICA/JAMA

1. Definition of certification

Certification is defined as confirmation of the regulation compliance of the products usually before sales launch

2. A certification system proposed by JAMA

Main Object:

This proposal is put forward for the sake of countries which are seriously considering to introduce type approval system in conjunction with adopting ECE regulations.

2. A certification system proposed by JAMA

? The basics

(1) It might be inefficient to have test facilities and do certification testing respectively in each country.

JAMA proposes a certification system featuring manufacturers' test reports and supplementary document check on test facilities.

2. A certification system proposed by JAMA

? The basics

(2) JAMA opposes to a certification system which obligate the manufacturers to use only third party technical services because it will boost the certification cost on manufacturers.

2. A certification system proposed by JAMA

? The basics

(3) JAMA strongly recommends that countries which have test facilities and do certification testing by themselves should join 1958 Agreement in order to realize regulation harmonization and mutual recognition of certification.

2. A certification system proposed by JAMA

? A certification system proposed by JAMA

(1) Accept ECE certificate (even though before joining 58 agreement)

2. A certification system proposed by JAMA

? A certification system proposed by JAMA

(2) Accept manufacturer's test reports if no ECE certificate is available.

2. A certification system proposed by JAMA

? A certification system proposed by JAMA

(3) Review the manufacturer's test reports and, if necessary, documents on test facilities to assure the reliability of test results.

2. A certification system proposed by JAMA

? A certification system proposed by JAMA

(4) It is an option to audit the manufacturer's test facilities if there is any doubt about product compliance

2. A certification system proposed by JAMA

**? Global Certification Concept
under discussion by OICA**

OICA strongly supports various aspects of Australian certification system.

- 1) Type approval system
- 2) Electronic data exchange
- 3) Manufacturer self-testing

Mutual Recognition of Certification

For ***MUTUAL RECOGNITION***

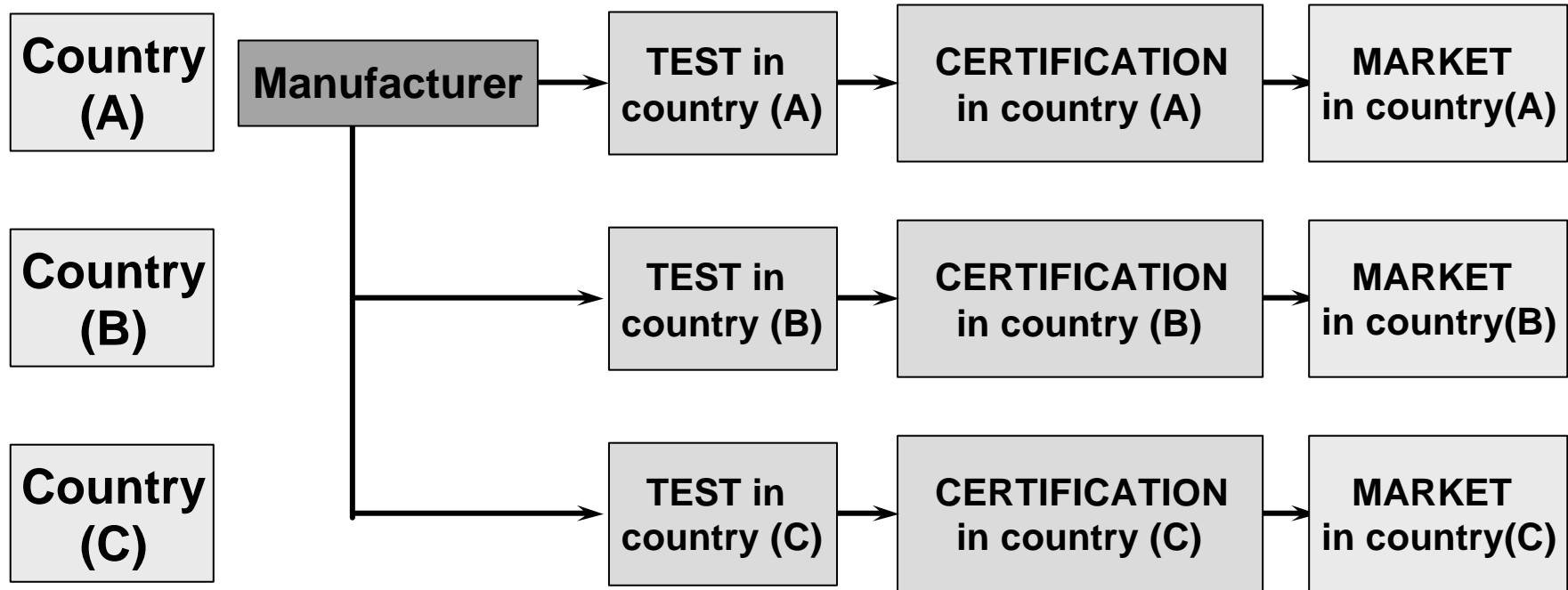
1. Implementation of Common Regulations
2. Establishment of Certification System

Mutual Recognition

Concept of Mutual Recognition

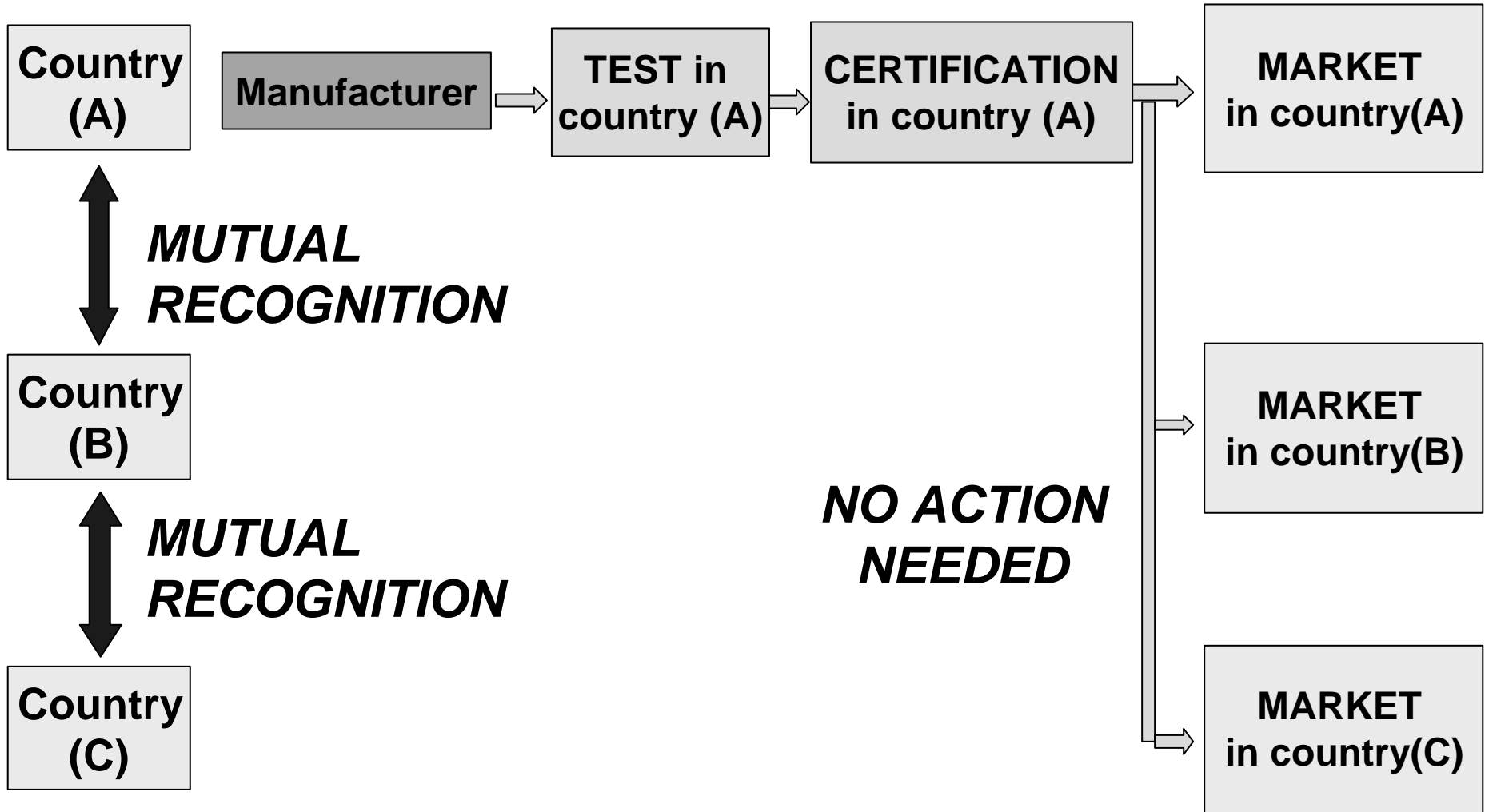
Parts, systems or whole vehicles tested and verified to comply with the requirements in one country are allowed to be used in other MRA contracting countries without re-testing and submitting data again for approval.

Certification System without MRA



?Test Item? Parts : Glasses, Seat Belts, etc
System: Exhaust Emission, etc.
Whole vehicles

Mutually Recognized Certification System



MRA for parts, systems, or whole vehicles ?

It seems impractical to initiate MRA for whole vehicles in Asia at this stage because ;

1) different regulatory items are implemented in each country

2) exhaust emission regulations of various level of stringency are implemented in Asia

Emission Regulations of Asian countries 1/2

Equivalent as...	ECE15-03/04	Euro1/ US83	Euro2/US94	Euro3			
	00	01	02	03	04	05	06
<i>Viet Nam</i>	ECE15-03		ECE83-01/02				
<i>Indonesia</i>	ECE15-04		ECE83-01/02				96/69/EC
	Idle Emission						
<i>Bangladesh</i>	Required CAT from July 1999, Importing Leaded fuel prohibited						
<i>Brunei</i>	Required CAT from Jan. 1996						
<i>Nepal</i>	93/59/EEC						
<i>Philippines</i>	ECE15-04		93/59/EEC				
<i>China</i>	93/59/EEC				Whole area 96/69/EC		
			Beijing		96/69/EC		
<i>Some cities have stricter Reg.</i>							3

Emission Regulations of Asian countries 2/2

Equivalent as...	ECE15-03/04	Euro1/ US83	Euro2/US94	Euro3			
	00	01	02	03	04	05	06
India	Whole area	April	91/441/EEC (max.90km/h) & Cold start				
	NCR: Deli Area	? Research recommends 2003:Euro3, 2006:Euro4					
		96/69/EC				Euro3(98/69/EC)	
Korea	US 94		US LEV			US04	
Singapore	91/441/EEC JPN10/15	96/69/EC			Euro3(98/69/EC)		
Thailand	94/12/EC	96/69/EC		Euro3(98/69/EC)			
Malaysia	94/12/EC			Euro3(98/69/EC)			
Taiwan	US 94						
Hong Kong		CAL LEV, 98/69/EC? J_P-53				Euro4	

Report of 21st APEC-TPT-RTHP Workshop

Oct.08.2002

Date : Sept. 24. 2002 10:30~16:30

Venue: Sheraton Hotel, Brisbane, Australia

Participants:

China: Ms. Cheng Yuehong (Department of Industrial Policy, SETC),
Mr. Zhu Yi (CATRC)

Chinese Taipei: Mr. Chen, Yen-Po (Ministry of Transportation & Communications)
Mr. Simon Hsu (ARTC), Mr. Chen, Huey-Chih (TTVMA)

Hong Kong, China: Mr. Kelvin, Ho-Cheong, Yuen (Transport Department)

Korea: Mr. Chul-Hwan Kin (Ministry of Construction & Transportation),
Mr. Cha, Han-Young (KAMA), Mr. In-Kyun Choi (KAMA)

Thailand: Ms. Jiraporn Kaewkraisorn (DLT)

Singapore: Mr. Foo Siew Mun (LTA)

Philippine: Ms. Atty. Bella G. Bermundo (DOTC-LTO)

Vietnam: Dr. Do Huu Duc (Ministry of Transport)

Indonesia: Ms. Elly Sinaga (Ministry of Communications)

Australia: Mr. Michael Kimberlee (DOTARS), Mr. Michael J. Goonan (FCAI),
Mr. James E. Holgate (FCAI), Mr. Sam.J.Coulson (FCAI),
Mr. Shane Baker (FAPM)

Japan : Mr. Takao Onoda (MLIT), Mr. Takashi Tomimatsu (JASIC),
Mr. Yoshiyuki Mizuno (JASIC), Mr. Shigeo Yoshizawa (JASIC), Mr. Kenichi
Mitsubishi (JASIC)

OICA: Mr. Rex Scholar, Mr. Ryuzo Oshita (JAMA)

IMMA: Dr. Nick Rogers, Mr. Andre Meganck

FIA: Mr. John Metcalfe

Contents of Proceedings

1. Opening (Mr. Mizuno of JASIC)

Mr. Mizuno expressed his appreciation to the participants for their attendance at the workshop and expected active discussion and fruitful results.

2. Keynote Speech (Mr. Kimberlee, DOTARS)

He explained the history of RTHP activities (including Bogor Declaration goals, working for the Action Plans based on various studies of the regulations and certification systems, workshop held in Miyazaki, etc) and identified potential future

activities of RTHP including the “core” regulated design features for passenger cars , type approval and self-certification systems, Trainings and necessity for regulation harmonisation in APEC.

For future options, he identified the APEC Pathfinder project** approach could be considered as one of the future choices.

3. Introduction (Mr. Yoshizawa of JASIC)

Information was provided on the primary objective of APEC, Bogor Declaration (an open trade scenario by 2010/2020) and concrete plans for implementation including the Osaka Action agenda which stated completion of the RTHP and necessity of cooperation within UN and ECE.. The joint statement of 3rd APEC transportation Ministerial Meeting and the Automotive Dialogue activities were also explained in detail .

Given this background it was considered that the object of this workshop had two main themes. Introduction of Harmonized Technical Regulations and Mutual Recognition Agreements.

4. Panel A: Introduction of Technical Regulations

- 1.Introducing of Automotive Safety and Environment Technical Regulations

(Mr. Yoshizawa of JASIC)

Although trade facilitation is a primary focus of APEC activities, RTHP group under Transportation Working Group (TPT-WG) has sought to improve safety and environmental protection to improve the situation of traffic accident and environmental conditions.

Regulation Establishment Processes were detailed in this session.

- 2.Introduction of the Technical Regulations, explanation of '58 and '98 Agreement (Mr. Tomimatsu of JASIC)

The necessity for Harmonized Technical Regulations were illustrated in detail using instrument panels and crash tests requirements as examples and explanation of the 1958 Agreement and 1998 Agreement under UN/ECE/WP29.

In his presentation of '98 Agreement details of the latest priority list for GTRs

were given, however, until GTRs are developed, ECE Regulations under '58 Agreement were recommended to be used by APEC economies.

Twenty-eight ECE Regulations have been identified by JASIC for use among developing economies.

In discussions after presentations, the following subjects were discussed among participants:

Computer system for Australian Certification, the guide to strict regulations by tax incentive, different levels of regulations by GTR(including different series of ECE Regulations), gaps within APEC and the idea of dividing economies into some groups.

Industry mentioned that they admired Australian Certification System. Japan emphasised that the system was not consistent with 1958 Agreement arrangements.

Australia acknowledged that its system was different from the certification arrangements under '58 Agreement and expressed the view that it may be unrealistic for agreement for all Contracting Parties to introduce this system.

The following agreements were confirmed.

Regional Technical Regulations should not be developed.

The forum of the Harmonized Technical Regulations is only WP29.

1958 Agreement and/or 1998 Agreement are expected to be signed by all economies and participating in WP29 is important for all of us.

4. Panel B: MRA (Mutual Recognition Arrangement) on Harmonized Regulations

- 1. MRA and Certification Systems (Mr. Mizuno of JASIC)

The concept of MRA, Certification systems (for vehicles, parts and equipment), comparison of Type Approval and Self Certification systems and features of various Certification systems and their feasibilities for mutual recognition were explained in details followed by presentation of the purpose and merits of MRA.

- 2. Model MRA (Mr. Kimberlee, DOTARS)

The summary of TPT-WG model MRA for Road Vehicles intended as an interim measure before harmonisation was provided. An example of its use was the MRA between Australia and Thailand which was made at Department level rather than an Agreement between governments.

- 3. MRA by Thailand (Ms. Jiraporn Kaewkraisorn, Department of Land Transport)

The subjects discussed were the trend of MRA in the World, one example being between Japan and the EU, experience of Australia-Thailand MRA, improvement technical regulations in line with UNECE regulations and joining 1958 Agreement as possible solutions for successful MRA were introduced with persuasive power.

The following ways of solution were proposed:

- a) Harmonization of technical regulations by participating in 1958 Agreement is cost effective way and step by step implementation,
- b) Enhance harmonization by participating in 1998 Agreement and working for possible arrangements among APEC economies.

- 4. MRA under UN/ECE 1958 Agreement (Mr. Onoda, MLIT of Japan)

Japanese government stance to the Mutual Recognition Agreement was stated as follows;

It is an intergovernmental agreement which simplifies certification process and reduces time and costs for approval when vehicles are imported and exported.

Japan put emphasis on following three points:

- accede to UN/ECE 1958 Agreement
- adopt the regulations annexed UN/ECE 1998 agreement(ECE regulations)
- improve the testing authority's skills for type approval in each economy.

Japan thought that capacity building of officials and examiners was important that Japan would encourage and

support Asian economies' effort through APEC/RTHP activity.

- 5. Efficient Certification System in Asia (Mr. Oshita, OICA/JAMA)

A certification system proposed by JAMA was introduced as follows.

- Accept ECE regulations and accept manufacture's test reports
- Review the manufacture's test reports and if necessary, documents on test facilities to assure the reliability of test results.

OICA stressed that it strongly supported these aspects of the Australian certification system. Specified items from ECE Regulations were recommended by the Japanese automotive industry.

- 6. Panel B: discussions

Based on above presentations, comments from economies were requested in order.

<Vietnam>

Vietnam stated that it was introducing ECE Regulations, but industry was against their introduction. These objections were creating problems for the government. Mr. Kimberlee advised that the government should introduce them where it was desirable in addressing safety problems. JAMA commented that there would be no problem when sufficient lead time was provided prior to implementation.

<Korea>

Korea stated as follows;

Korea is the final preparation stage of joining '58 Agreement (legal procedure) and expected to sign within this year or next year.

The Technical Regulations are to be introduced out of ECE Regulations in order but the government is concerned that some measures should be introduced with the Self Certification System come into effect 2003.

<Japan>

To implement the Harmonized Regulations and MRA, capacity building is important as explained earlier. The Japanese government has been holding seminars and training courses for economies in Asia to address these issues.

<Singapore>

In principle, Singapore does not foresee any problem in adopting ECE Regulations for vehicles imported into Singapore. As Singapore is not a vehicle manufacturing country, the plan to adopt ECE Regulations would move in tandem with the APEC vehicle manufacturing economies.

<Hong Kong, China>

Hong Kong, China does not have any problems accepting basically ECE approved vehicles, however, vehicles approved by national or regional authorities might have some problems.

<China>

China participated RTHP Phase V Stage 3 and reviewed the Action Plan.

China participates WP29 and is researching 1958 Agreement.

China is to introduce Type Approval System and needs help and information from type approval economies such as EU or Japan.

<Thailand>

To carry out Action Plan, three Working Groups including participants from the industries are taking active part in the project.

Thailand participates WP29.

<Chinese Taipei>

Chinese Taipei participated RTHP project this year and is having supports from JASIC. Chinese Taipei asked several questions about model MRA on (Australia-Thailand and others)

<IMMA>

Setting up MRA is very important and a key thing is whether every economy trusts other economy.

Wrap-up

Although a lot of opinions and proposals coming from not only governments but also industry, the importance of adopting the Harmonized Regulations under 1958 Agreement and 1998 Agreement is held in common among all participants.

The issue what ought to be MRA including a model MRA and Certification System has been discussed widely. It is important to be discussed continuously in APEC/RTHP. It was proposed that the feasibility for mutual recognition under '98 Agreement should be discussed with government and industry participation.

-----End of the report----

****Reference Information****

Pathfinder (Extracts from Shanghai Accords)
Scouting party (Pathfinder Approach)

Ministries, to facilitate the efforts for achievement of the goal in Bogor Declaration, welcomed the progress of the specific activity for Pathfinder Initiative that was allowed to take it in advance by more than one economy.

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24th Sept. 2002

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