

Final Report

APEC Road Transport Harmonization Project-Phase 5, Stage 2
Tender: Road Transport Harmonization Project No. TPT 01/2000

Submitted to
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APEC Road Transport Harmonization Project
2000 Final Report

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1. Introduction

The Road Transport Harmonization Project No. 01/2000 started on February 29 when JASIC received a notice that JASIC has been selected by the APEC RTHP Steering Committee to undertake this project. A contract was concluded between the APEC Secretariat and JASIC on April 20.

The first difficulty we encountered was that we did not know how many economies would volunteer to participate in the project. At first we set the deadline of April 17 for APEC members to decide to participate in the project. However, some economies missed this deadline because of domestic approval process. It was June 2 when all the participating members were decided. Finally as many as seven economies, i.e. China, Hong Kong China, Indonesia, New Zealand, Singapore, Chinese Taipei and Vietnam participated the project.

As in the past four occasions of working as an APEC consultant, JASIC again formed a working group of approximately ten members to carry forward the project. Thus far, Working Group members had seven meetings. It is expected that another meeting would be necessary to complete the project.

Fieldwork research to recognize the current status was conducted in all of the seven economies. Consultation meetings

between the six participating economies and JASIC were held in October in Miyazaki, Japan where the APEC 18th Transportation Working Group Meeting was held. Additionally, the consultation meeting between Vietnam and JASIC was held in November in Hanoi.

In an effort to achieve global harmonization of technical regulations, China and Korea participated in the 1998 Agreement in October this year. Besides, all of the seven economies participating in Stage 2, have a plan to join 1958 and/or 1998 Agreement. Please refer to Attachment (1)-(7) for their action plans.

We, JASIC are honored to have been able to take part in this Project. We hope that each APEC member economy will be able to make effective use of the findings presented herein, and that the results of Phase V Stage 2 would facilitate the whole RTHP Project.

2. Outline of Methodology and Task Schedule

The methodology illustrated in "RTHP Phase 5 Stage 1 Final Report Task 5" will be taken in order to formulate action plans for one's own economy.

Task 1. Analysis of the Current Status

Help each economy to analyze "the current status" in one's own economy. In case some economies want detailed explanation on the results of Stage 1, consultants are willing to do so. There might be some cases where the consultant visits economies and give them comprehensive lectures on Stage 1 because the initiation process is very important for the economies who are not familiar with the study of Stage 1. Of course these actions are restricted by the budget limitation.

- 1) Circulate Final Reports of Stage 1 to all APEC economies and ask them to carry out research on the current status and fill out "Questionnaire on Regulations, Certifications and Compliance-check Systems" (Attachment 9) with information obtained.
- 2) Ask all APEC economies to fill in each item of current status in "Summary List on Regulations, Certifications and Compliance-check Systems and

Specific Guidelines" (Attachment 10) using the information obtained above.

- 3) Each economy is expected to clarify the current status and identify the weakness in each area such as infrastructure, available resources, etc.
- 4) Give appropriate advice to APEC economies who make inquiries.

Task 2. Developing Specific Guidelines

Help APEC economies who have completed the above-mentioned "

i) Current Status Analysis Stage" to get the future vision of what the ideal state of regulations and certification and compliance-check system is. Consultants cannot help APEC economies who does not make any response to the consultants.

- 5) Ask APEC economies to read "Principle of General Guidelines" (Attachment 2), "General Guidelines" (Attachment 4) and "International Forums and Agreements" (Attachment 1) carefully.

- 6) Request APEC economies to choose the model economy from "Summary List on Regulations, Certifications and Compliance-check Systems" (Attachment 3) to be followed or referenced.

7) APEC economies are advised by consultants to be aware of the existing national policy and opinions of related parties.

8) Help APEC economies to envision the targeted state of regulation and certification system and its implementation in one's own economy and fill out each item of specific guidelines in "Summary List on Regulations, Certifications and Compliance-check Systems and Specific Guidelines" (Attachment 10).

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

9) Give appropriate advice to APEC economies who make inquiries.

Task 3. Formulating Action Plans

Help APEC economies which have completed the task 3 "Developing Specific Guidelines" to formulate action plans to fill in the gap between "the current status" and "specific guidelines".

10) Help APEC economies to compare "the current status" and "specific guidelines" and identify the gap between them

11) APEC economies are advised by consultants to refer

to "Proposed Action Plans for Thailand" (Attachment 7) and "Proposed Action Plans for Australia" (Attachment 8) as examples.

- 12) Help APEC economies to formulate action plans for one's own economy to fill in the gap identified above.

Note: Decide the order of priority for action plans (short term / mid term / long term)

- 13) Give appropriate advice to APEC economies who make inquiries.

Task 4. Identifying the Common Problems and Possible Solutions

Based on our experience as consultants of APEC RTHP Phase V Stage 2 and other activities, we have recognized some common problems among APEC economies in developing action plans and / or carrying them out.

Task 5. Holding a Workshop

On top of helping participating APEC economies to formulate action plans, the consultants hold a workshop to discuss the common problems among member economies in developing their own action plans and/ or carrying them out. The consultants make necessary arrangements for the workshop such as deciding meeting agenda, speaker, preparing meeting documents, etc. The consultants also hold consultation meetings with each

participating economy after the workshop.

Task 6: Submission of Progress and Final Reports

Submit Progress Report 1, progress Report 2, Draft Final Report
and Final Report.

RTHP Phase V Stage 2 Task Schedule

I. Formulating Action Plans		Jan 2000	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan 2001	Feb
TASK 1	Analysis of the Current Status Help participating economies to fill out the forms in order to clarify the current status and identify the weakness in each economy.			—————→											
TASK 2	Developing Specific Guidelines Help participating economies to envision the targeted state of regulations, certification and compliance-check systems and to set specific guidelines for their own economies				—————→										
TASK 3	Formulating Action Plans Help participating economies to formulate action plans to fill in the gap between "the current status" and "the specific guidelines"						—————→								
II. Holding a Workshop															
TASK 4	Identify the common problems among member economies in developing their own action plans and/or carrying them out and try to find possible solutions.						—————→								
TASK 5	Make necessary arrangements for the workshop, e.g., deciding meeting agenda, speaker, preparing meeting documents, etc. Hold a multilateral workshop to be held together with 18 th TPT-WG meeting to discuss the common problems and possible solutions Hold consultation meetings with participating economies after the multilateral workshop						—————→								
III. Submission of Progress and Final Reports															
TASK 6	Submit Progress Report 1, progress Report 2, Draft Final Report and Final Report		————→							————→	————→			————→	

Findings and Results of each Task

3.1 Task 1: Analysis of Current Status

We conducted fieldwork research and engaged in preliminary consultations relating to the systems for implementation of regulations and certification systems in four teams; first team for China, the second one for New Zealand and Singapore, the third one for Hong Kong China and Vietnam, and the fourth one for Indonesia and Chinese Taipei. Our visiting schedules were as follows.

China

May 19 (Friday): Meeting with Division of Automotive Industry Management, The State Administration of Machinery Industry

Hong Kong China

May 29 (Monday): Briefing to related departments (Transport Department, Electrical and Mechanical Services Department, Environment and Protection Department, Office of Telecommunication Authority and Fire Services Department), Meeting with Transport Department

May 30 (Tuesday): Meeting with Environment and Protection Department, Meeting with Motor Traders Association

Indonesia

July 3 (Monday): Meeting with DGLT(Directorate General of Land

Transport), Meeting with GAIKINDO (Automobile manufacturers Association)

July 4 (Tuesday): Meeting with BAPEDAL (Environmental Impact Management Agency)

New Zealand

May 24 (Wednesday): Meeting with LTSA (Land Transport Safety Authority)

May 25 (Thursday): Meeting with IMVDA (Independent Motor Vehicle Dealers Association), MIA (Motor Industry Association) and MTA (Motor Trade Association)

Singapore

June 15 (Thursday): Meeting with LTA (Land Transport Authority), MOE (Ministry of the Environment) and MTA (Motor Traders Association of Singapore)

Chinese Taipei

July 6 (Thursday): Meeting with Ministry of Transportation and Communication, Meeting with EPA (Environmental Protection Administration)

July 7 (Friday): Meeting with TTVMA (Taiwan Transportation Vehicle Manufacturers Association)

Vietnam

June 1 (Thursday): Meeting with VAMA (Vietnam Automotive

Manufacturers' Association), Meeting with VSC (Vietnam Standard Center)

June 2 (Friday): Meeting with VR (Vietnam Register)

Questionnaires on regulations, certification and compliance-check systems filled out by each economy are attached. Please refer to Attachment (1) to (7).

Canada and Chile has no intention to have a consultation with JASIC this year. However, Transport Canada and Vehicle Control and Certification Center (3CV), Subsecretaria de transportes, Chile kindly sent us completed questionnaire on regulation, certification and compliance-check systems. Please refer to Attachment (8) and (9).

3.2 Task 2: Developing Specific Guidelines

Specific Guidelines for seven economies have been proposed. Please refer to Attachment (10) to (16).

3.3 Task 3: Formulating Action Plans

Action plans have been formulated with the following procedures. Each economy and JASIC drafted action plans respectively. At

individual consulting meeting to be held in Miyazaki, Japan on October 16 and 17, 2000 during APEC 18th TPT-WG Meetings. Participants at individual consultations confirmed the differences between the action plans drafted by each economy and by JASIC. The participants discussed the differences and reached consensus after a thorough discussion. JASIC had a consulting meeting with VAMA (Vietnam Automotive Manufacturers' Association) on November 15 and VR (Vietnam Register) on November 16 in Hanoi.

Action plans for seven economies are attached. Please refer to Attachment (17) to (23). It is noted some economies have not completed domestic approval process for action plans yet.

3.4 Task 4: Identifying the Common Problems and Possible Solutions

As already mentioned at Progress Report One, we have noticed some common problems among APEC economies in developing action plans and / or carrying them out. We requested Steering Committee members of RTHP to tell us which common problems listed at Progress Report One are of most importance. To our regret, no responses were made. The following are a revised list of common problems. At the Workshop of APEC RTHP Phase V Stage

2, we discussed "1-2 Knowledge about and human resources for international technical regulations", "2-1 Certification systems", and "2-2 Test facilities".

(1) Safety / Environmental Regulations System

1-1 Development of basic laws and legal systems

- Basic laws have not been established (China and Vietnam).
- The legal systems are old and need to be modified (Vietnam);
New legal systems are being implemented (New Zealand).

1-2 Knowledge about and human resources for international technical regulations

- Lack of understanding and experience with international technical regulations
- Not involved in the establishment of international technical regulations
- No ideas on which international technical regulations to adopt

1-3 Technology level of the economy

- Some of the international technical regulations cannot be met by using the current technology level of the economy.

- The technology levels in each related industry are different.

1-4 Cooperation of government offices and the automobile industry

- Insufficient cooperation among related government offices
- Lack of mutual understanding between government offices and the automobile industry

(2) Certification System

2-1 Certification systems

- No basic laws for implementing certification systems have been established.
- Certification procedures according to the international technical regulations (ECE) and those according to the domestic regulations are different.

2-2 Test facilities

- Insufficient test facilities
- Outdated test facilities
- Shortage of funds for the construction of test facilities
- No idea about how to calibrate test facilities and equipment

2-3 Training and education

- Lack of knowledge about and human resources for international

technical regulations

- Lack of experience on the part of staff with the certification system

2-4 Budget

- No budget for implementation of certification systems

To facilitate discussion, the consultant showed a couple of ideas indicated below and asked for comments to the participants at the Workshop.

i) A Network of Experts in APEC

The lack of knowledge of international technical regulations is well-recognized problem for many economies. It seems to be the common practice to consult with overseas counterparts. To systematize such consultations, one idea is to establish a network of APEC experts. First, responsible economies and persons have to be decided for each item: GRSG-A (general safety), GRSP-A (collision safety), GRRF-A (brakes and engines), GRPE-A (exhaust emissions and energy), GRB-A (noise), and GRE-A (lights). Please note that -A stands for APEC. The economies that intend to join the network must decide on their members and register them. Only registered members are to

contact an adviser (persons responsible for definite technical fields) and ask him questions. Registered members organize inquires from each economy to ensure that they do not make too many inquires. We think that if the U.S., Canada, Australia, and Japan, all of which have already joined the 1958 Agreement or the 1998 Agreement, take care of one or two items, this system will be viable. Also, if China, Korea, and Thailand, all of which attend the WP29 as observers, take care of one item per each economy the burden of the above-mentioned four economies will be reduced. It is recommended to primarily use e-mail and information should be disclosed to all members that have joined the network. Furthermore, we think that it is necessary to assign a mediator who would be responsible for the overall network and for handling problems when they arise. Please refer to Attachment (26) for the system outline.

ii) Guidelines to Adopt International Technical Regulations

As each economy planning to join the 1958 Agreement will have the same kind of concern, that is having no concrete ideas about which international technical regulations to adopt. We think that setting guidelines that are common to each economy will

facilitate the work. We also think that we should divide the guidelines for international technical regulations into two groups, i.e. 'basic items' and 'advanced items.'

iii) Recommended Certification System in Accordance with the Size of the Market

In general it can be said that if the production or export numbers of vehicles in an economy are too low it is not cost effective to establish a system for issuing ECE approvals. After examining examples from European and other countries we have set the threshold for the annual production number at 500,000 or more and the annual export number at 50,000 or more. As mentioned above, the international technical regulations can be divided into 'basic items' and 'advanced items.' Economies (Category C) which meet neither of above-mentioned threshold values should join the WP29 and adopt basic international technical regulations at first. They should not necessarily have to establish a system for issuing ECE approvals domestically. Economies (Category A) which meet both of the threshold values should join the WP29, adopt basic and advanced international technical regulations, and establish a system for issuing ECE approvals domestically. Economies

(Category B) which are other economies than Category A & C, should join the WP29 and adopt basic and advanced international technical regulations. They should also establish a system for issuing ECE approvals domestically for highly important items. The reason it is recommended that economies in Category C adopt basic international technical regulations at first stage is to provide some lead time for local industries to prepare for advanced international technical regulations, which will become obligatory at second stage. Furthermore, since economies (Category D) which are not producers of automobiles do not need to consider protecting local industries (except for the parts suppliers), it is recommended they should join the WP29 and adopt both basic and advanced international technical regulations, but do not establish a system for issuing ECE approvals domestically. Please refer to Attachment (27) for the concept of size-based approach.

3.5 Task 5: Making Necessary Arrangements for the Workshop and Holding it

We made the following request at Progress Report One;

"Last but not least, please ask all APEC member economies to provide us the mailing list of invitation letter for the coming

multilateral workshop by the end of May. We understand that this workshop will be open to both government and Industry sector. So please do not forget to include the mailing list for private sectors."

Unfortunately we received only one response from Land Transport Safety Authority, New Zealand. Therefore, we have made mailing list by ourselves.

Please refer to Attachment (24), (25) and (26) for the workshop program, participant list and the workshop minutes respectively.

4. Consultant's Proposal

JASIC showed a couple of ideas to solve the common problems among APEC economies in developing action plans and/or carrying them out at the Workshop held in Miyazaki. We finalize our proposals in accordance with the discussions in Miyazaki Workshop as follows.

i) A Network of Experts in APEC

This idea obtained participants' strong support at the Workshop. However, one concern was expressed by New Zealand that there might be a huge number of inquiries which could be difficult to control. Therefore we suggest that a trial period of one year

should be established. At this trial period only one technical field such as GRPE (exhaust emission and energy) would be selected. The GRPE adviser who volunteers to undertake the job should record the number of inquiries he receives and the number of hours he spends in responding to the inquiries, etc. The adviser is to report his activity to APEC RTHP Group. RTHP Group would decide whether to expand the network or not considering the effectiveness and necessary workload.

ii) Staff Training abroad

There is great necessity for staff training in the area of vehicle technical regulations and certification systems. This is especially true for the economies which are about to begin regulatory journey. Unfortunately, there seems not many training programs available. Please refer to Attachment (29). It is highly recommended to arrange a staff-training program using APEC funding for human resource development.

iii) Guidelines to Adopt International Technical Regulations

The TPT-WG Operational Plan is seeking "Implementation of a harmonized system of technical regulations for road vehicle safety and environmental protection that is consistent with

global regulations." Therefore, there is general agreement that this issue was worth exploring. However, IMMA already has initiated this approach and made brief presentation at RTHP Group Meeting on October 17. It is agreed that IMMA and OICA would circulate draft proposals regarding the minimum technical requirements for motor cycles and automobiles in due course.

i v) Certification Systems Suited to the Size of the Market

Joining UN/ECE 1958 Agreement and facilitating the mutual recognition of certification has a great advantage to vehicle-and-parts producing economies, i.e., exporting vehicles and parts to other economies with ease. It is also beneficial to economies that produce no vehicles or in a low volume. They can maintain a high level of vehicle safety and environment performance by Joining UN/ECE 1958 Agreement and making use of the mutual recognition of certification. Besides, benefits may be provided to economies that produce vehicle parts such as lights, tires, seat belts, glass, etc. issuing ECE approvals for these components. Therefore, it is recommended that All APEC economies should consider joining UN/ECE 1958 Agreement. To build a system to issue ECE approvals

is another story. It is not cost-effective for the economies that have relatively small market for vehicles.

In summary, the decision to sign the 1958 Agreement and issue approvals would depend on the economic circumstances of both the economy and auto-related industry.

The participants in the Miyazaki Workshop could not reach agreement and put JASIC's idea for future consideration.

It is noted that there was a suggestion from the U.S. that the production quantity threshold of 500,000 vehicles should be changed to 1,000,000. We decided not to change our proposal this time and rather wait for future discussion of this issue at RTHP Group meeting.

Questionnaire on Regulations, Certification and Compliance check system China

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law):

At present, there is no Motor Vehicle Safety Act in China.

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other ?

* Name of technical regulation:

At present, Chinese auto technical regulations are mainly National Mandatory Standards.

Chinese technical regulation system on motor vehicle, i.e., Chinese Motor Vehicle Design Rules (CMVDR) is being under construction. 7 CMVDRs have been published.

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

- Yes No

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

Completely harmonized with ECE Regulations.

Some Chinese regulations are completely harmonized with ECE Regulations.

Examples of applicable regulation items

- ? GB 12676-1998: Road Vehicles----Braking System---Structure, performance and test methods, is fully equivalent to ECE R13/06
 CMVDR 127: Advance Warning Triangle for Motor Vehicle, is fully equivalent to ECE R27.

(X) Basically harmonized with ECE Regulations, partly containing unique requirements.

Some Chinese regulations belong to this type.

Examples of applicable regulation items

? CMVDR294 is technically equivalent to ECE R94/00. But CMVDR 294 specifies front collision with 0°, instead of front collision with 30°.

It is also permitted to use Japanese dummy in CMVDR294.

() ECE Regulations adopted on an optional basis.

Examples of applicable regulation items ?

() Not harmonized with ECE Regulations.

Examples of Unique regulation items ?

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

36 ECE regulations

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

At present, there is no complete schedule to implement new regulations and to revise current regulations. It will be discussed with industry as soon as possible.

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:

China State Administration of Machinery Industry is responsible for the safety administration of new vehicles; Ministry of Public Security is responsible for the safety administration of in-used vehicles.

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

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

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Local public security & traffic administration departments, which are

subordinate to the Ministry of Public Security.

* No. of assigned staff members:

* Jurisdictional government office:

Traffic Administration Bureau, Ministry of Public Security.

(2) Deciding Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

? Names of conferences: UN/ECE/WP29, APEC/TPT, ISO, OICA

Other ? Multilateral & Bilateral technical interchange with foreign governments and auto companies; Personnel training.

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

Yes ? Name of advisory body:

? Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other ?

No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

China National Technical Committee of Auto Standardization; Chinese Working Group on Motor Vehicle Structure Design Regulations.(CWP29)

* The number of staff involved in making draft:

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

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

Disclosed to the public.

? Means of disclosure? Internet Hard copies Other?

Disseminated to only interested groups

? Means of disclosure? Internet Hard copies Other?

Not disclosed.

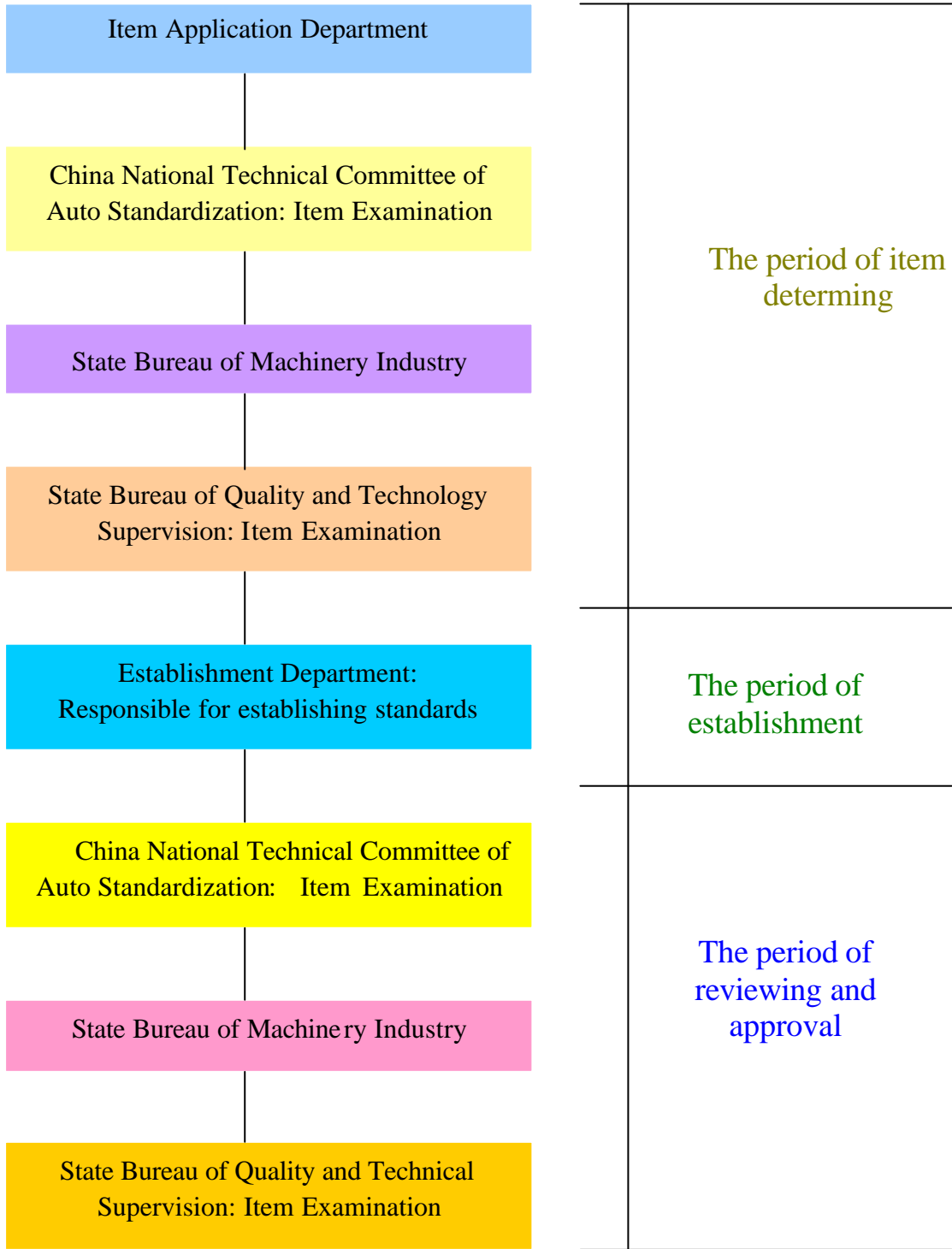
* Are comments invited and received?

Received. ? How many cycles of comment receiving?

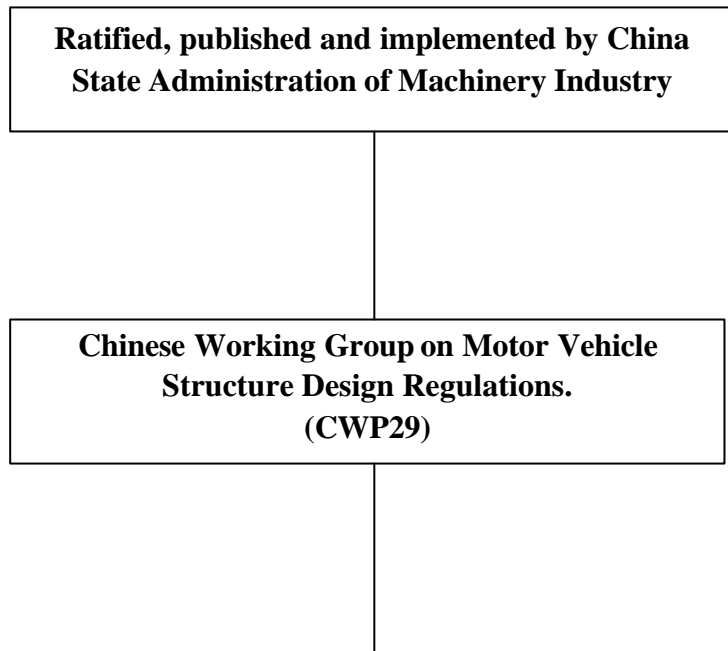
1 time 2 times 3 times or more

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

A. The establishment flow of Chinese Auto National Mandatory Standards



B. The establishment flow of CMVDR



Drafts of CMVDR are prepared by 6 Experts Groups of CWP29, then reported to CWP29 for review



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

Chinese vehicle categories are as the same as the prescriptions in Annex 7 of ECE R.E.3, divided as categories M, N, L, O. Such requirements are in GB/T15089-94.

[Environmental Regulation System]

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

* Name of law (basic law):

Act of Air Pollution Prevention & abatement; Noise Control Act.

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other?

* Name of technical regulation:

At present, Chinese auto technical regulations are mainly National Mandatory Standards.

Chinese technical regulation system on motor vehicle, i.e., Chinese Motor Vehicle Design Rules (CMVDR) is being under construction.

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

- Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items ?

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items

? GB14761--1999 is fully equivalent to ECE R83/02. But in Chinese National Mandatory Standard System, there is emission standard of 9 code.

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items ?

Not harmonized with ECE Regulations.

Examples of applicable regulation items ?

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

4 ECE regulations

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

At present, there is no complete schedule to implement new regulations and to revise current regulations. It will be discussed with industry as soon as possible.

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

* Name of jurisdictional government office/department:

China State Administration of Machinery Industry; China State Environment Protection Agency.

* No. staff members for law/regulation formulation:

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

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Local environmental protection agencies, which are subordinate to China State Environment Protection Agency.

* No. of assigned staff members:

* Jurisdictional government office: China State Environment Protection Agency.

(2) Deciding of Law/Regulation Formulation Policy

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

(X)Internet ()Private research company

(X) Participation in international conferences

? Names of conferences: UN/ECE/WP29, APEC/TPT, ISO, OICA

(X)Other (specify)

? Multilateral & Bilateral technical interchange with foreign governments and auto companies; Personnel training.

- * Does the government employ an advisory body? Please check.
- Yes ? Name of advisory body:
 - ? Type of advisory body: Public research institute
 - Government-supported organization
 - Private research institute
 - Other ?
- No

(3) Formulation of Drafts and Receipt of Comments

- * Name of organization/department which formulates drafts:
 - China National Technical Committee of Auto Standardization; Chinese Working Group on Motor Vehicle Structure Design Regulations.(CWP29)
- * The number of staff involved in making draft:
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
- * Are drafts disclosed to the public? Please check.
 - Disclosed. ? Means of disclosure? Internet Hard copies
 - Other ?
 - Not disclosed.
- * Are comments invited and received?
 - Received. ? How many cycles of comment receiving?
 - 1 time 2 times 3 times or more
 - Not received.
- * Are Public hearings held? Held every time Held occasionally
 - Not held
 - During the formulation & revision of the standards & regulations, seminars are held by experts when necessary.

(4) Establishment of Automotive Environment Laws/Regulations

- * Name of jurisdictional government office/department:
 - Act of Air Pollution Prevention & abatement, Noise Control Act were ratified by Chinese Peoples' Congress.
 - National Mandatory Standards are ratified and published by China State Bureau of Quality & Technology Supervision; CMVDR are ratified and published by China State Administration of Machinery Industry.
- * The number of staff for law regulation formulation:
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing

training system, if any):

- * Means of announcing the establishment or revision of laws/regulations?
(X)Internet (X)Hard copies ()Other ?

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

- * Are effects of an established or revised law/regulation evaluated?
(X)Always evaluated.
()Evaluated only in case of necessity
()Not evaluated.

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. **The jurisdictional government office/department for certification?**
2. **Type of your certification system?**
 - (X) Government Certification
 - ? () Use of Government testing facilities or certification testing with government officer's attendance
 - (X) 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) ? (X) WVTA () NTA
 - () Parts/component certification
 - ? (X) Horn (X) Mirror (X) Electromagnetic wave interference
 - () Theft prevention (X) Reflex reflector (X) Lamps (X) Seat belt
 - (X) Wiper/washer (X) Headrest (X) Glass (X) Tire () Trailer hitch
 - () Speed limiter () Child restraint system () Headlamp cleaner
 - () Other ?
 - () System certification
 - ? (X) Noise (X) Exhaust emission (X) Tank/rear under-run protection
 - (X) Number plate (X) Steering system (X) Door latch/hinge (X) Horn
 - (X) Mirror (X) Brake (X) Electromagnetic wave interference
 - (X) Diesel smoke (X) Interior projection () Theft prevention
 - (X) Steering impact protection (X) Seat/Seat anchorage (?) Protrusion
 - (X) Speedometer (X) Nameplate (X) Seat belt anchorage
 - (X) Installation of signaling/lighting devices () Towing hook
 - (X) Seat belt (X) Direct visual field () Symbol (X) Defroster/demister
 - (X) Wiper/washer () Heater (X) Wheel guard (X) Headrest
 - () Fuel consumption () Engine power (X) Heavy-duty diesel emission
 - (X) Sideguard (X) Glass (X) Weight/dimensions (X) Tire
 - () Trailer hitch (X) Flame retard of interior materials () Speed limiter
 - (X) Frontal collision () Side collision () Rear-end collision
 - () Rollover () Bumper
4. **Are there examination standards with regard to applicable scope, definitions, test procedure, test results judgment criteria, etc.?**
 - (X) Yes () No

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

* Name of law:

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

- Virtually harmonized with ECE Regulations.
- Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
- Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

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

- ECE approval certificate
- WVTA approval certificate (In the form of National auto products catalogue)
- Other certificate → Name of country:
- Manufacturer test report
- Vehicle or component performance test? → Test item: 40 items.
- 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 manual
- Other →

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

10. How much is the approval fee?

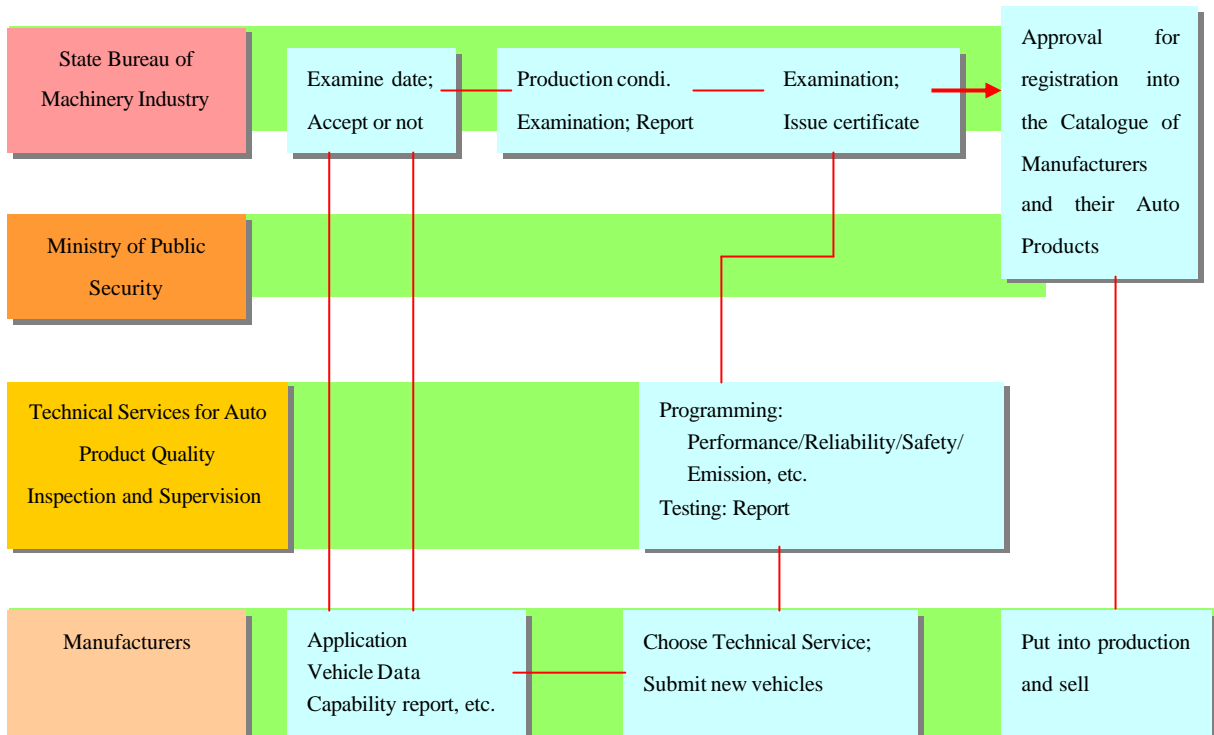
-
- (\$ / test item)

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

- Witnessed
- Not witnessed

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

Procedure for Approval of New Types of Auto Products



[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:

State Passenger Car Quality Supervision & Inspection Center;
State Automobile Quality Supervision & Inspection Center;
State Automobile Quality Supervision & Inspection Center (Xiangfang);
State Heavy-duty Vehicle Quality Supervision & Inspection Center;
State Passenger Vehicle Quality Supervision & Inspection Center;
State Fire-fighting Equipment Quality Inspection Center;

* Type: Government Semi-governmental Private

All of these laboratories are accredited by government.

* No. of staff members:

* Method of staff training:

* Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D

* Construction cost of certification facilities: (\$)

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

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked ? Non-periodic

Periodic ? every years

* Approval of testing laboratory - Overseeing government office/department

China State Administration of Machinery Industry;

China State Bureau of Quality & Technology Supervision

* Conditions required to approve testing laboratory: ISO Guidelines

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

Parts/component certification

? Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps

Seat belt Wiper/washer Headrest Glass Tire

Trailer hitch Speed limiter Child restraint system

Headlamp cleaner Other ?

System certification

? Noise Exhaust emission Tank/Rear under-run protection

Number plate Steering system Door latch/hinge

Horn Mirror Brake

Electromagnetic wave interference Diesel smoke

- Interior projection Theft prevention
- Steering impact protection Seat/Seat anchorage
- Protrusion Speedometer Nameplate
- Seat belt anchorage Installation of signaling/lighting devices
- Towing hook Seat belt Direct visual field Symbol
- Defroster/demister Wiper/washe Heater
- Wheel guard Headrest Fuel consumption
- Engine power Heavy-duty diesel emission Sideguard
- Glass Weight/dimensions Tire Trailer hitch
- Flame retard of interior materials Speed limiter
- Frontal collision Side collision Rear-end collision
- Rollover Bumper Other ?

14. Number of examined cases?

- * No. of examined items: items/year
- * No. of examined types: types/year
- * No. of examined vehicles: units/year

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

- No
- Yes ? Name of laboratory:

[Certification Examiners and Staff]

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

17. No. of certification examiners:

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

19. No. of certification experts of testing lab:

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

1. Does your country perform COP auditing?

Performs Not perform

2. What law provides the basis for COP?

* Name of law:

* Profile of law:

The administrative documents of China State Administration of Machinery Industry.

3. What is the government office/department responsible for COP?

4. What organization performs COP auditing?

* Name of organization:

* Type of organization: Governmental Third-party organization
 Other ?

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

6. No. of auditors:

7. Is there a COP regulation for mass-produced vehicles in your country?

Yes ? COP auditing for mass-produced vehicles:

Performed by governmental organization.

Commissioned to third-party organization.

No

8. What are the COP check items concerning the quality of parts and the quality of vehicles?

The COP check items are the same as the certification test items.

The COP check items are fewer than the certification test items.

The COP check items are the same as ECE (83).

9. Are the following aspects checked in your COP auditing?

Quality control system of the plant

Compliance checking system of the plant for mass-produced vehicles

Design changes after certification approval

Other ?

10. What is the consequence of failing to pass COP auditing? Are there penalties?

* Consequence:

* Penalty: () Not existing
() Existing ?

[In-use Vehicle Inspection / Other]

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

() Not exist (X) Exists

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

Ministry of Public Security

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

* Name of organization:

* Type of organization: (X) Governmental () Semi-government () Private

* In case of a private organization, government authorization necessary?

() Necessary () Not necessary

4. Please check all the inspection items performed in your country?

(X) Side slip measurement

(X) Brake force measurement

(X) Measurement of speedometer accuracy

(X) Luminous intensity/photometric performance of headlamps

(X) Emission measurement - gasoline idle CO, HC

(X) Emission measurement - diesel smoke

() Emission measurement during mode running

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

(1) Acquisition of type approval

(2) Passing of new-vehicle inspection

(5) Subscription to automotive insurance

(4) Payment of automobile-related taxes

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

(6) Other ?

**Questionnaire on Regulations, Certification and Compliance check system
Hong Kong China**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Road Traffic Ordinance

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

() Type Approval System (X) Vehicle Registration System

(X) Vehicle Inspection System (X) Vehicle Categories

(X) Vehicle/Parts Technical Requirements () other ?

* Name of technical regulation:

Road Traffic (Construction and Maintenance of Vehicles) Regulations and Road Traffic (Safety Equipment) Regulations

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

(X) Vehicle category (X) Definition (X) Technical requirements

() Test procedures () Testing equipment

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

(X) Yes () No

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

() Completely harmonized with ECE Regulations.

Examples of applicable regulation items ?

() Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items ?

() ECE Regulations adopted on an optional basis.

Examples of applicable regulation items ?

(X) Not harmonized with ECE Regulations.

Examples of Unique regulation items ?

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

3 (Seat belt, seat belt anchorage, glasses)

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

Regulation / Standard	Tentative Schedule
Type Approval Regulation	2001
Vehicle Standards	2001-2003

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:

Transport Bureau (TB) and Transport Department (TD)

* No. of staff members for law/regulation formulation: 2 (TD's staff)

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

Engineer prepares the technical requirement and procedure-wide requirements, Administrative officer drafts draft instruction, law draughtsman in Department of Justice converts them in legal document. All of them are professional trained and evaluated according to their own discipline requirement.

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Police Department collect data while Transport Department analysis the data.

* No. of assigned staff members: 5 (TD's staff)

* Jurisdictional government office: Road Safety and Standards Division of TD

(2) Deciding Law/Regulation Formulation Policy

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

(X)Internet (X)Private research company

(X)Participation in international conferences

? Names of conferences:

Other ? APEC and G/I Meeting in Japan

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

Yes ? Name of advisory body:

We do not fix on one organization. They are normally employed through tender exercise and are on project basis only.

? Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other ?

No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Transport Bureau of Transport Department

* The number of staff involved in making draft: 2-4

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

Engineer and law draughtsman all trained according to their own discipline requirement and received professional assessment by their own discipline.

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

Disclosed to the public.

? Means of disclosure? Internet Hard copies

Other? consultation, newspaper, gazette notices

Disseminated to only interested groups

? Means of disclosure? Internet Hard copies Other?

Not disclosed.

* Are comments invited and received?

Received. ? How many cycles of comment receiving?

1 time 2 times 3 times or more

It depends on the content of the comment.

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

It depends on the case itself.

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department:

Transport Bureau of Transport Department

* No. of staff members for law/regulation formulation: not fixed

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

Engineer and law draughtsman all trained according to their own discipline requirement and received professional assessment by their own discipline.

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

()Internet ()Hard copies

(X)Other ? Bill, gazette notices, newspaper

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

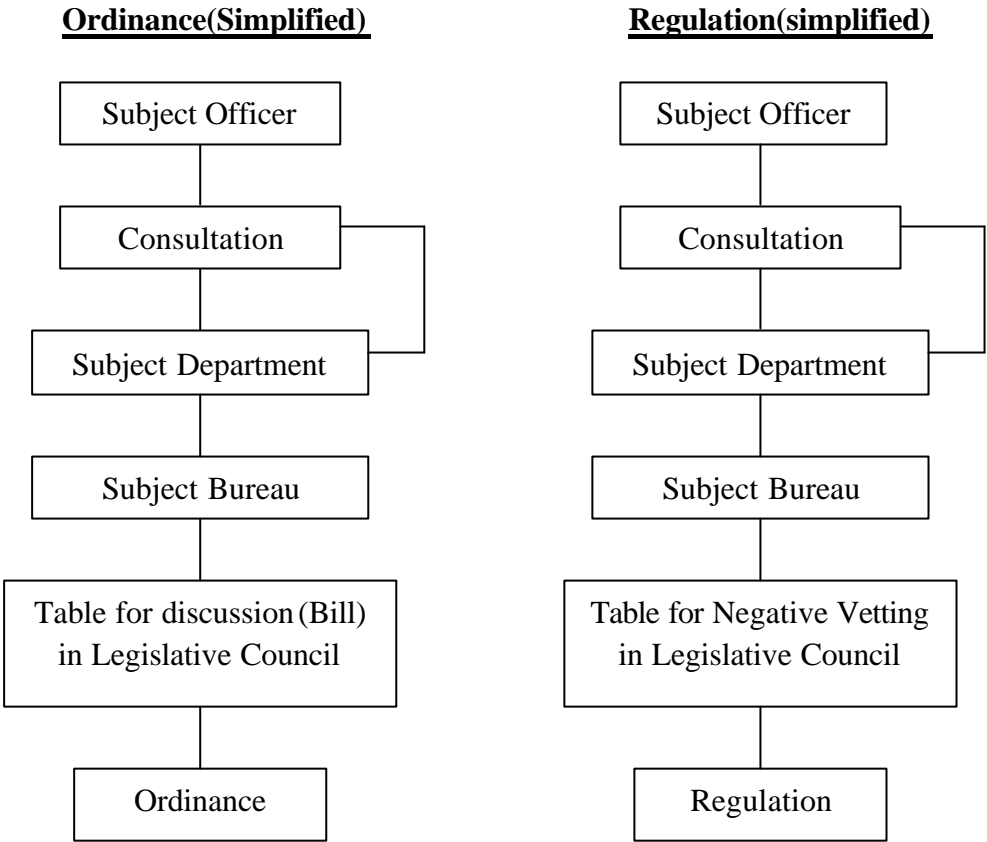
* Are effects of an established or revised law/regulation evaluated?

()Always evaluated.

(X)Evaluated only in case of necessity

()Not evaluated.

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



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

[Environmental Regulation System]

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

* Name of law (basic law):

Air Pollution Control Ordinance and Noise Control Ordinance

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

- Type Approval System Vehicle Registration System
Vehicle Inspection System Vehicle Categories
Vehicle/Parts Technical Requirements other? Standards

* Name of technical regulation:

Air Pollution (Vehicle Design Standards) (Emission) Regulation
Noise Control (Motor Vehicle) Regulation

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
Test procedures Testing equipment

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

- Yes No

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

- Completely harmonized with ECE Regulations.
Examples of applicable regulation items ?
- Basically harmonized with ECE Regulations, partly containing unique requirements.
Examples of applicable regulation items ?
- ECE Regulations adopted on an optional basis.
Examples of applicable regulation items ?
- Not harmonized with ECE Regulations.
Examples of applicable regulation items ?

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

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

For environmental matters, it is the UK's policy to accept the most stringent standard and to be in line with the EC development in future.

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

* Name of jurisdictional government office/department:

Environmental and Food Bureau

* No. staff members for law/regulation formulation: 2-3

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Professional staff with university degree.

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

(1) Assessment of Current Situations

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

* Name of organization/department: Environmental Protection Department

* No. of assigned staff members: 60

* Jurisdictional government office: Environmental Protection Department

(2) Deciding of Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

? Names of conferences: APEC and G/I Meeting in Japan

Other (specify) ?

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

Yes ? Name of advisory body:

? Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other ?

No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Environmental Protection Department

* The number of staff involved in making draft: 2-3

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Professional staff with university degree.

* Are drafts disclosed to the public? Please check.

Disclosed. ? Means of disclosure? Internet Hard copies
 Other? bill, gazette notices, newspaper
 Not disclosed.

* Are comments invited and received?

Received. ? How many cycles of comment receiving?
 1 time 2 times 3 times or more
It depends on the content of the comment.
 Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

Depends on case itself.

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department:

Environmental and Food Bureau

* The number of staff for law regulation formulation: 2-3

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Professional staff with university degree.

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

Internet Hard copies
 Other ? bill, gazette notices, newspapers

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

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

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

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Transport Department and Environmental Protection Department

2. Type of your certification system?

Government Certification

? Use of Government testing facilities or certification testing with government officer's attendance

Use of third-party testing facilities

Accept manufacturers' test report

Self-certification

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

Vehicle type certification (whole vehicle certification) ? WVTA NTA

Parts/component certification

? Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps Seat belt

Wiper/washer Headrest Glass Tire Trailer hitch

Speed limiter Child restraint system Headlamp cleaner

Other ?

System certification

? Noise Exhaust emission Tank/rear under-run protection

Number plate Steering system Door latch/hinge Horn

Mirror Brake Electromagnetic wave interference

Diesel smoke Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol Defroster/demister

Wiper/washer Heater Wheel guard Headrest

Fuel consumption Engine power Heavy-duty diesel emission

Sideguard Glass Weight/dimensions Tire

Trailer hitch Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper

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

Yes

No

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

* Name of law: Administrative procedure only.

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

Virtually harmonized with ECE Regulations.

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

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

[Certification Procedure]

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

ECE approval certificate

WVTA approval certificate

Other certificate → Name of country: EC

Manufacturer test report

Vehicle or component performance test? → Test item: emission and noise

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 manual

Other → document that can prove of compliance

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

3 weeks

10. How much is the approval fee?

→ free

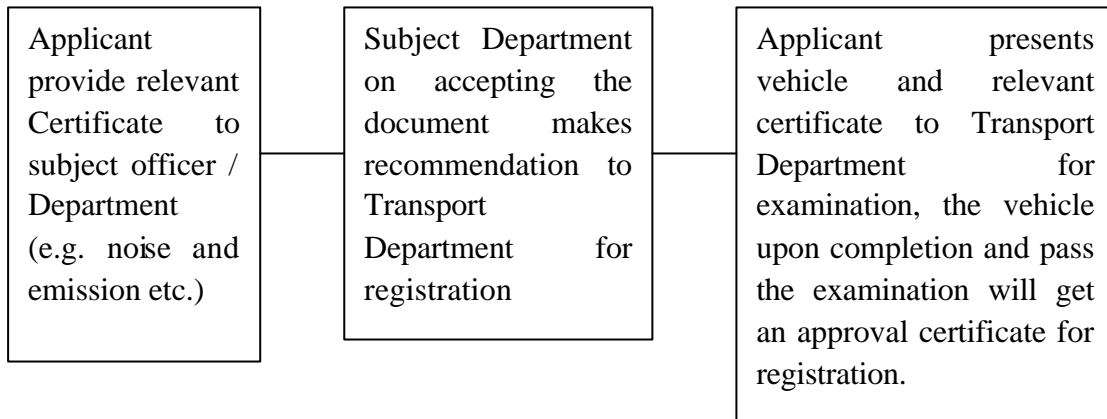
→ (\$ / test item)

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

Witnessed

Not witnessed

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



[Certification Facilities]

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

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

Not exist

Exists

* Name: emission laboratory for individual imported vehicles only

* Type: Government Semi-governmental Private

* No. of staff members:

* Method of staff training:

* Activities of testing laboratory: Specialized in certification testing

Performs both certification tests and R&D

* Construction cost of certification facilities: (\$)

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

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked ? Non-periodic

Periodic ? every years

* Approval of testing laboratory - Overseeing government office/department

China State Administration of Machinery Industry;

China State Bureau of Quality & Technology Supervision

* Conditions required to approve testing laboratory: ISO Guidelines

* Of the ECE certification, which certification tests are serviceable at your

testing laboratory?

Parts/component certification

- ? Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps
 Seat belt Wiper/washer Headrest Glass Tire
 Trailer hitch Speed limiter Child restraint system
 Headlamp cleaner Other ?

System certification

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

14. Number of examined cases?

- * No. of examined items: items/year
* No. of examined types: types/year
* No. of examined vehicles: units/year

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

- No
 Yes ? Name of laboratory: Japan Vehicle Inspection Association (for emission)

[Certification Examiners and Staff]

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

- 17. No. of certification examiners:**
- 18. What qualifications are required to become a certification expert of a testing laboratory?**
- 19. No. of certification experts of testing lab:**

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

- 1. Does your country perform COP auditing?**
 Performs Not perform

- 2. What law provides the basis for COP?**
* Name of law:

* Profile of law:

- 3. What is the government office/department responsible for COP?**

- 4. What organization performs COP auditing?**
* Name of organization:

* Type of organization: Governmental Third-party organization
 Other ?

- 5. Budget of COP auditing organization: \$ /year**

- 6. No. of auditors:**

- 7. Is there a COP regulation for mass-produced vehicles in your country?**
 Yes ? COP auditing for mass-produced vehicles:
 Performed by governmental organization.
 Commissioned to third-party organization.
 No

- 8. What are the COP check items concerning the quality of parts and the quality of vehicles?**
 The COP check items are the same as the certification test items.
 The COP check items are fewer than the certification test items.
 The COP check items are the same as ECE (83).

- 9. Are the following aspects checked in your COP auditing?**
 Quality control system of the plant
 Compliance checking system of the plant for mass-produced vehicles
 Design changes after certification approval
 Other ?

- 10. What is the consequence of failing to pass COP auditing? Are there penalties?**

- * Consequence:
- * Penalty: ()Not existing
()Existing ?

[In-use Vehicle Inspection / Other]

1. **Does a periodic in-use vehicle inspection system exist in your country?**
()Not exist (X)Exists

2. **What is the overseeing government office/department of the periodic in-use vehicle inspection system?**
Transport Department

3. **What organization performs the periodic in-use vehicle inspection?**
 - * Name of organization:
Vehicle Examination Center (government owned)
Government designated Car Testing Center (private owned)

 - * Type of organization: (X)Governmental ()Semi-government (X)Private

 - * In case of a private organization, government authorization necessary?
(X)Necessary ()Not necessary

4. **Please check all the inspection items performed in your country?**
 - ()Side slip measurement
 - (X)Brake force measurement
 - (X)Measurement of speedometer accuracy
 - (X)Luminous intensity/photometric performance of headlamps
 - ()Emission measurement - gasoline idle CO, HC
 - (X)Emission measurement - diesel smoke
 - ()Emission measurement during mode running

5. **Please check all the processes required for automobile registration in your country, and indicate their chronological order (or time sequence) by writing in numbers.**
 - (2)Acquisition of type approval
 - (3)Passing of new-vehicle inspection
 - (5)Subscription to automotive insurance
 - (4)Payment of automobile-related taxes
 - (1)Information of vehicle specifications (data on weight, fuel consumption, etc.)
 - ()Other ?

**Questionnaire on Regulations, Certification and Compliance check system
Indonesia**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Road Traffic & Transport Act no.14/1992

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

Type Approval System Vehicle Registration System

Vehicle Inspection System Vehicle Categories

Vehicle/Parts Technical Requirements other →

* Name of technical regulation: Government Regulations No.44/1993

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

Vehicle category Definition Technical requirements

Test procedures Testing equipment

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

Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of Unique regulation items →

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

Only one, for Safety Belt

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

Plan to revise current regulations and will adopt ECE regulations on optional basis, by the year 2003. The projection is based on preparation of the Testing infrastructure and the availability of Unleaded Gasoline.

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:

Directorate General of Land Transport

* No. of staff members for law/regulation formulation: 6 persons

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Degree in Law, Engineers Technical experts

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

(1) Assessment of Current Situations

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

* Name of organization/department: National Police of The Republic of Indonesia

* No. of assigned staff members:

At Head quarters: 12 persons

Regional level: 16 persons, Regional level 2: 22 persons

Indonesia have 24 provincial offices (called Pola) on level 1 and 15 level 2 regional offices (called Polwol).

* Jurisdictional government office: Ministry of Defense and Security

(2) Deciding Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

→ Names of conferences:

1. Road Transport Laws, Rules and Regulations

2. ASEAN Working Group Meeting

3. Road Transport Harmonization Project (RTHP-APEC)

Other → Liaison with overseas government agencies

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

Yes → Name of advisory body: Transport Research and Development Board

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other →

No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Law and Act Transport Bureau

* The number of staff involved in making draft: 12 persons

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Degree in Law, Technical experts, Engineers.

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

Disclosed to the public.

→ Means of disclosure? Internet Hard copies Other →

Disseminated to only interested groups

→ Means of disclosure? Internet Hard copies Other →

Not disclosed.

Only disseminated internally and to related government institute.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Comments are collected at least 2 times before finalization of draft.

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

Draft is brought to the People's Representative Council (DPR) for hearing and discussion prior to enactment.

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department:

Directorate General of Land Transport, under the Ministry of Communications

* No. of staff members for law/regulation formulation: 12 persons

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Degree in Law, Technical experts, Engineers

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

Internet Hard copies

Other → Position at the State Letter (Lembaran Negara)

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

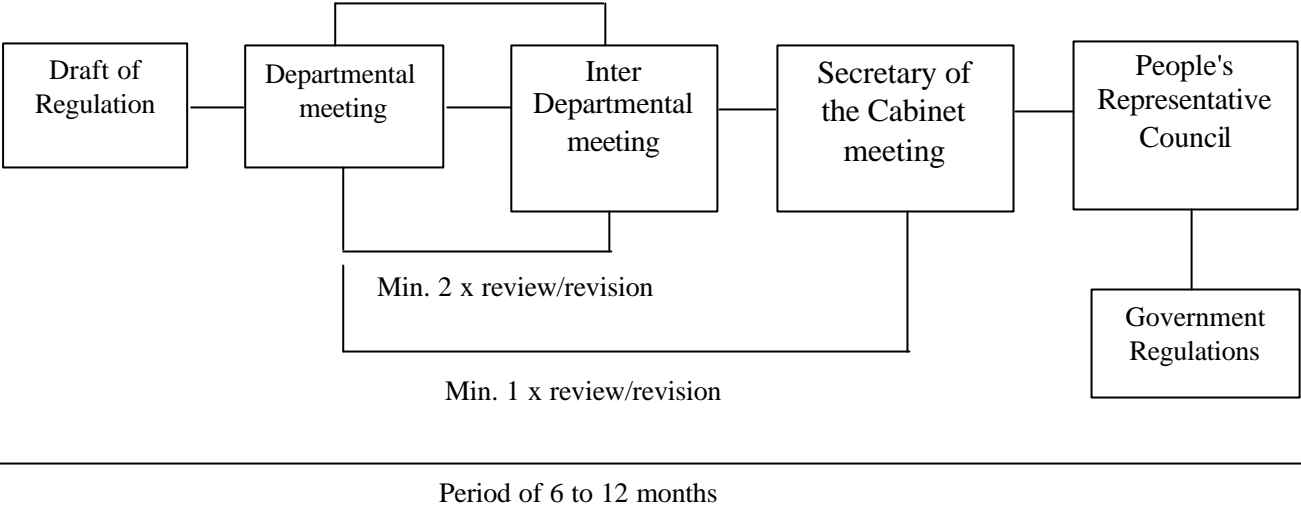
* Are effects of an established or revised law/regulation evaluated?

Always evaluated.

Evaluated only in case of necessity

Not evaluated.

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



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

Vehicle categories under Road Traffic & Transport Act no. 14/1992

- a. Category 1 - Passenger car
- b. Category 2 - Commercial vehicle
- c. Category 3 - Motorcycle
- d. Category 4 - Articulated/trailer vehicle
- e. Category 5 - Special purpose vehicle

Vehicle categories under Minister of Environment Decree no.35/1993

- f. Motorcycle
- g. Non-motorcycle

[Environmental Regulation System]

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

* Name of law (basic law): Environmental Management Law no.23/1997

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

- Type Approval System Vehicle Registration System
- Vehicle Inspection System Vehicle Categories
- Vehicle/Parts Technical Requirements other→

- * Name of technical regulation:
 1. Governmental Regulation no.41/1999, on Air Pollution Control
 2. State Minister of Environment Decree no.35/1993, on Mobile Sources Emission standards

- * Structure of technical regulations

Do technical regulations cover the following provisions systematically?

(X)Vehicle category ()Definition ()Technical requirements

(X)Test procedures ()Testing equipment

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

(X)Yes ()No

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

() Completely harmonized with ECE Regulations.
Examples of applicable regulation items →

() Basically harmonized with ECE Regulations, partly containing unique requirements.
Examples of applicable regulation items →

() ECE Regulations adopted on an optional basis.
Examples of applicable regulation items →

(X) Not harmonized with ECE Regulations.
Examples of applicable regulation items →

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

- * Schedule to implement new regulations and to revise current regulations:

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

- * Name of jurisdictional government office/department: National Environment Board

- * No. staff members for law/regulation formulation: 4 persons

- * Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):
Degree in Law, Environment engineers Environmental/Technical experts

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

(1) Assessment of Current Situations

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

* Name of organization/department: Meteorological & Geophysics Agency

* No. of assigned staff members: data not available

* Jurisdictional government office: Ministry of Communications

(2) Deciding of Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

→ Names of conferences: 1st G/I Meeting of JASIC

Other (specify) →

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

Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other →

No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

BAPEDAL (Environmental Impact Management Agency)

* The number of staff involved in making draft: 8 persons

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

Degree in Law, Environmental Engineers, Technical Experts

* Are drafts disclosed to the public? Please check.

Disclosed

→ Means of disclosure? Internet Hard copies Other →

On a limited basis only (by hard copy)

Not disclosed.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department: BAPEDAL/BAPEDALDA

- * The number of staff for law regulation formulation: 8 persons
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Environmental Engineers, Technical Experts
- * Means of announcing the establishment or revision of laws/regulations?
 - ()Internet ()Hard copies
 - (X)Other → Posting in the State Letter (Lembaran Nagara)

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

- * Are effects of an established or revised law/regulation evaluated?
 - ()Always evaluated.
 - (X)Evaluated only in case of necessity
 - ()Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Directorate General of Land Transport, Ministry of Communications

2. Type of your certification system?

Government Certification

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

Use of third-party testing facilities

Accept manufacturers' test report

Self-certification

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

Vehicle type certification (whole vehicle certification) → WVTA NTA

Parts/component certification

→ Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps Seat belt

Wiper/washer Headrest Glass Tire Trailer hitch

Speed limiter Child restraint system Headlamp cleaner

Other →

System certification

→ Noise Exhaust emission Tank/rear under-run protection

Number plate Steering system Door latch/hinge Horn

Mirror Brake Electromagnetic wave interference

Diesel smoke Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol Defroster/demister

Wiper/washer Heater Wheel guard Headrest

Fuel consumption Engine power Heavy-duty diesel emission

Sideguard Glass Weight/dimensions Tire

Trailer hitch Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper

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

Yes

No

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

* Name of law: Government Regulation no.44/1993 on Vehicles and Driver

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

Virtually harmonized with ECE Regulations.

- Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
 Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

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

- ECE approval certificate
 WVTA approval certificate
 Other certificate → Name of country: De-registration Certificate in Japan
 Manufacturer's test report
 Vehicle or component performance test → Test item: 11 items
 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 → Table of Specifications, which consist of
- Type of vehicle
 - Type configuration
 - Wheel base
 - Vehicle dimensions
 - Cylinder displacement
 - Tire size and specification
 - Payload

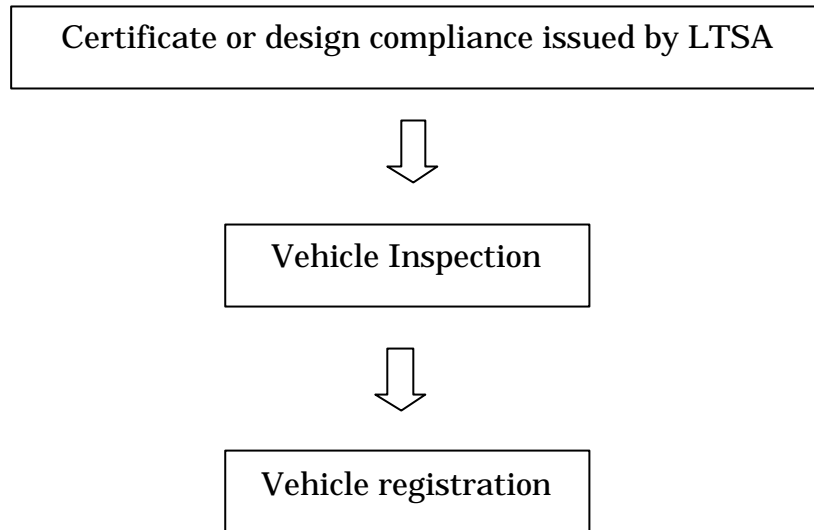
9. How long does it take from application to approval? 24 days

10. How much is the approval fee?

- There are 2 test categories
- for chassis basis: US\$ 36.0
 - for fully unit basis: US\$ 71.50
 - testing items: 11 items/type
 - unit price: US\$ 7015/test items

11. Is the certification test witnessed by the manufacturer's representative(s)? → N/A
 Witnessed Not witnessed

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



[Certification Facilities]

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

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

Not exist

Exists

* Name: Road Worthiness Certification Approval Center, or B.T.L.J.S.K.B. (Balai Pengujian Laik Jalan dan Sertifikasi Kendaraan Bermotor)

* Type: Government Semi-governmental Private

* No. of staff members: 59

* Method of staff training: Courses and comparative study

* Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D

* Construction cost of certification facilities: Approximately US\$ 8,500,000

* Regulation for management of certification facilities: Name of regulation?
 Minister of Communications Decree no.81/1993

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked → Non-periodic

Periodic → every 2 years

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

* Conditions required to approve testing laboratory:

Directorate General of Land Transport

* Of the ECE certification, which certification tests are serviceable at your testing laboratory? None, we have not started on ECE certification.

Parts/component certification

- Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps Seat belt
 Wiper/washer Headrest Glass Tire
 Trailer hitch Speed limiter Child restraint system
 Headlamp cleaner Other →

System certification

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

14. Number of examined cases?

	1996	1997	1998	1999
No. of examined items/year	All	All	All	All
No. of examined types/year	109	135	60	82
No. of examined vehicles/year	130	182	61	140

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

No

Yes → Name of laboratory:

[Certification Examiners and Staff]

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

Engineering Degree (mechanical, electrical, or automotive) or Degree in Economics.

17. No. of certification examiners: 19

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

- Experience on Automobile testing, with a minimum of 2 years experiences.
- Experience on Overseas courses/Training courses, minimum 1 time overseas training.
- Integrity and responsible personality.

19. No. of certification experts of testing lab: 18

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

- 1. Does your country perform COP auditing?**
 Performs Not perform

- 2. What law provides the basis for COP?**
* Name of law:
* Profile of law:

- 3. What is the government office/department responsible for COP?**

- 4. What organization performs COP auditing?**
* Name of organization:
* Type of organization: Governmental Third-party organization
 Other →

- 5. Budget of COP auditing organization: \$ /year**

- 6. No. of auditors:**

- 7. Is there a COP regulation for mass-produced vehicles in your country?**
 Yes → COP auditing for mass-produced vehicles:
 Performed by governmental organization
 Commissioned to third-party organization :
 No

- 8. What are the COP check items concerning the quality of parts and the quality of vehicles?**
 The COP check items are the same as the certification test items.
 The COP check items are fewer than the certification test items.
 The COP check items are the same as ECE (83).

- 9. Are the following aspects checked in your COP auditing?**
 Quality control system of the plant
 Compliance checking system of the plant for mass-produced vehicles
 Design changes after certification approval
 Other →

10. What is the consequence of failing to pass COP auditing? Are there penalties?

* Consequence:

* Penalty: ()Not existing

()Existing →

[In-use Vehicle Inspection / Other]

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

()Not exist

()Exists

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

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

* Name of organization: Testing Stations

* Type of organization: ()Governmental ()Semi-government ()Private

* In case of a private organization, government authorization necessary?

()Necessary

()Not necessary

4. Please check all the inspection items performed in your country?

()Side slip measurement

()Brake force measurement

()Measurement of speedometer accuracy

()Luminous intensity/photometric performance of headlamps

()Emission measurement - gasoline idle CO, HC

()Emission measurement - diesel smoke

()Emission measurement during mode running

5. Please check all the processes 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 specifications (data on weight, fuel consumption, etc.)

()Other →

**Questionnaire on Regulations, Certification and Compliance check system
Indonesia**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Road Traffic & Transport Act no.14/1992

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

Type Approval System Vehicle Registration System

Vehicle Inspection System Vehicle Categories

Vehicle/Parts Technical Requirements other →

* Name of technical regulation: Government Regulations No.44/1993

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

Vehicle category Definition Technical requirements

Test procedures Testing equipment

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

Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of Unique regulation items →

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

Only one, for Safety Belt

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

Plan to revise current regulations and will adopt ECE regulations on optional basis, by the year 2003. The projection is based on preparation of the Testing infrastructure and the availability of Unleaded Gasoline.

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:

Directorate General of Land Transport

* No. of staff members for law/regulation formulation: 6 persons

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Degree in Law, Engineers Technical experts

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

(1) Assessment of Current Situations

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

* Name of organization/department: National Police of The Republic of Indonesia

* No. of assigned staff members:

At Head quarters: 12 persons

Regional level: 16 persons, Regional level 2: 22 persons

Indonesia have 24 provincial offices (called Pola) on level 1 and 15 level 2 regional offices (called Polwol).

* Jurisdictional government office: Ministry of Defense and Security

(2) Deciding Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

→ Names of conferences:

1. Road Transport Laws, Rules and Regulations

2. ASEAN Working Group Meeting

3. Road Transport Harmonization Project (RTHP-APEC)

Other → Liaison with overseas government agencies

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

Yes → Name of advisory body: Transport Research and Development Board

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other →

No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Law and Act Transport Bureau

* The number of staff involved in making draft: 12 persons

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Degree in Law, Technical experts, Engineers.

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

Disclosed to the public.

→ Means of disclosure? Internet Hard copies Other →

Disseminated to only interested groups

→ Means of disclosure? Internet Hard copies Other →

Not disclosed.

Only disseminated internally and to related government institute.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Comments are collected at least 2 times before finalization of draft.

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

Draft is brought to the People's Representative Council (DPR) for hearing and discussion prior to enactment.

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department:

Directorate General of Land Transport, under the Ministry of Communications

* No. of staff members for law/regulation formulation: 12 persons

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Degree in Law, Technical experts, Engineers

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

Internet Hard copies

Other → Position at the State Letter (Lembaran Negara)

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

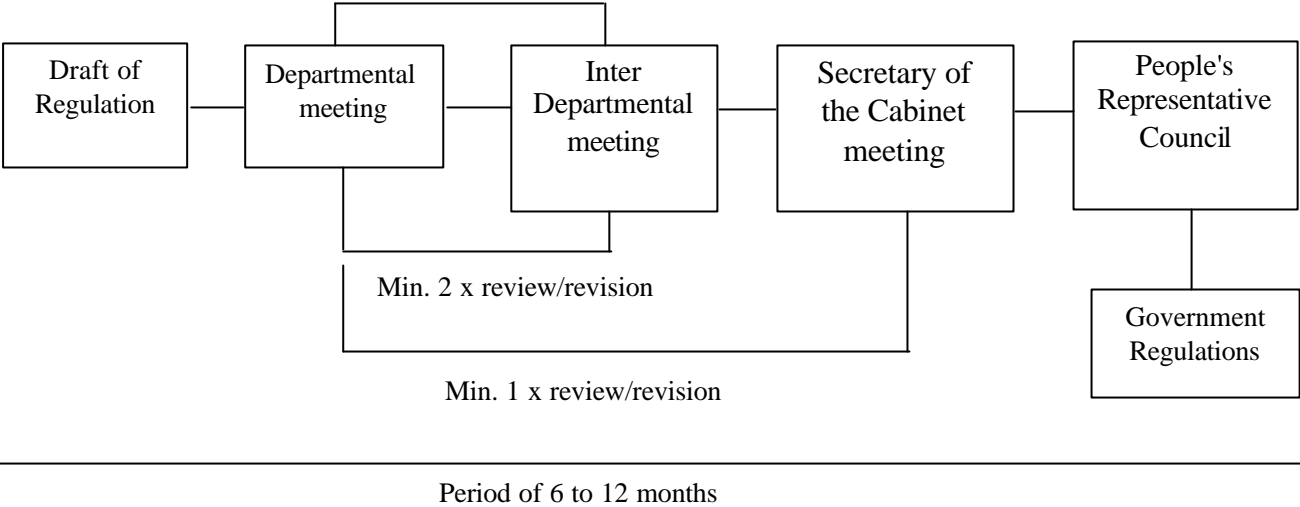
* Are effects of an established or revised law/regulation evaluated?

Always evaluated.

Evaluated only in case of necessity

Not evaluated.

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



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

Vehicle categories under Road Traffic & Transport Act no. 14/1992

- a. Category 1 - Passenger car
- b. Category 2 - Commercial vehicle
- c. Category 3 - Motorcycle
- d. Category 4 - Articulated/trailer vehicle
- e. Category 5 - Special purpose vehicle

Vehicle categories under Minister of Environment Decree no.35/1993

- f. Motorcycle
- g. Non-motorcycle

[Environmental Regulation System]

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

* Name of law (basic law): Environmental Management Law no.23/1997

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

- Type Approval System Vehicle Registration System
- Vehicle Inspection System Vehicle Categories
- Vehicle/Parts Technical Requirements other→

- * Name of technical regulation:
 1. Governmental Regulation no.41/1999, on Air Pollution Control
 2. State Minister of Environment Decree no.35/1993, on Mobile Sources Emission standards

- * Structure of technical regulations

Do technical regulations cover the following provisions systematically?

(X)Vehicle category ()Definition ()Technical requirements

(X)Test procedures ()Testing equipment

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

(X)Yes ()No

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

() Completely harmonized with ECE Regulations.
Examples of applicable regulation items →

() Basically harmonized with ECE Regulations, partly containing unique requirements.
Examples of applicable regulation items →

() ECE Regulations adopted on an optional basis.
Examples of applicable regulation items →

(X) Not harmonized with ECE Regulations.
Examples of applicable regulation items →

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

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

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

* Name of jurisdictional government office/department: National Environment Board

* No. staff members for law/regulation formulation: 4 persons

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):
Degree in Law, Environment engineers Environmental/Technical experts

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

(1) Assessment of Current Situations

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

* Name of organization/department: Meteorological & Geophysics Agency

* No. of assigned staff members: data not available

* Jurisdictional government office: Ministry of Communications

(2) Deciding of Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

→ Names of conferences: 1st G/I Meeting of JASIC

Other (specify) →

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

Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other →

No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

BAPEDAL (Environmental Impact Management Agency)

* The number of staff involved in making draft: 8 persons

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

Degree in Law, Environmental Engineers, Technical Experts

* Are drafts disclosed to the public? Please check.

Disclosed

→ Means of disclosure? Internet Hard copies Other →

On a limited basis only (by hard copy)

Not disclosed.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department: BAPEDAL/BAPEDALDA

- * The number of staff for law regulation formulation: 8 persons
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Environmental Engineers, Technical Experts
- * Means of announcing the establishment or revision of laws/regulations?
 - () Internet () Hard copies
 - (X) Other → Posting in the State Letter (Lembaran Nagara)

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

- * Are effects of an established or revised law/regulation evaluated?
 - () Always evaluated.
 - (X) Evaluated only in case of necessity
 - () Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. **The jurisdictional government office/department for certification?**
Directorate General of Land Transport, Ministry of Communications
2. **Type of your certification system?**
 Government Certification
→ Use of Government testing facilities or certification testing with government officer's attendance
 Use of third-party testing facilities
 Accept manufacturers' test report
 Self-certification
3. **If your country adopts a certification system by government, please check all your certification items in effect, from among the items below.**
 Vehicle type certification (whole vehicle certification) → WVTA NTA
 Parts/component certification
→ Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps Seat belt
 Wiper/washer Headrest Glass Tire Trailer hitch
 Speed limiter Child restraint system Headlamp cleaner
 Other →
 System certification
→ Noise Exhaust emission Tank/rear under-run protection
 Number plate Steering system Door latch/hinge Horn
 Mirror Brake Electromagnetic wave interference
 Diesel smoke Interior projection Theft prevention
 Steering impact protection Seat/Seat anchorage Protrusion
 Speedometer Nameplate Seat belt anchorage
 Installation of signaling/lighting devices Towing hook
 Seat belt Direct visual field Symbol Defroster/demister
 Wiper/washer Heater Wheel guard Headrest
 Fuel consumption Engine power Heavy-duty diesel emission
 Sideguard Glass Weight/dimensions Tire
 Trailer hitch Flame retard of interior materials Speed limiter
 Frontal collision Side collision Rear-end collision
 Rollover Bumper
4. **Are there examination standards with regard to applicable scope, definitions, test procedure, test results judgment criteria, etc.?**
 Yes No
5. **Please answer the questions, below, on your law concerning the framework of automobile certification procedure.**
* Name of law: Government Regulation no.44/1993 on Vehicles and Driver

* Of the three cases below, which one describes the law most accurately? Please check.
 Virtually harmonized with ECE Regulations.

- Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
 Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

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

- ECE approval certificate
 WVTA approval certificate
 Other certificate → Name of country: De-registration Certificate in Japan
 Manufacturer's test report
 Vehicle or component performance test → Test item: 11 items
 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 → Table of Specifications, which consist of
- Type of vehicle
 - Type configuration
 - Wheel base
 - Vehicle dimensions
 - Cylinder displacement
 - Tire size and specification
 - Payload

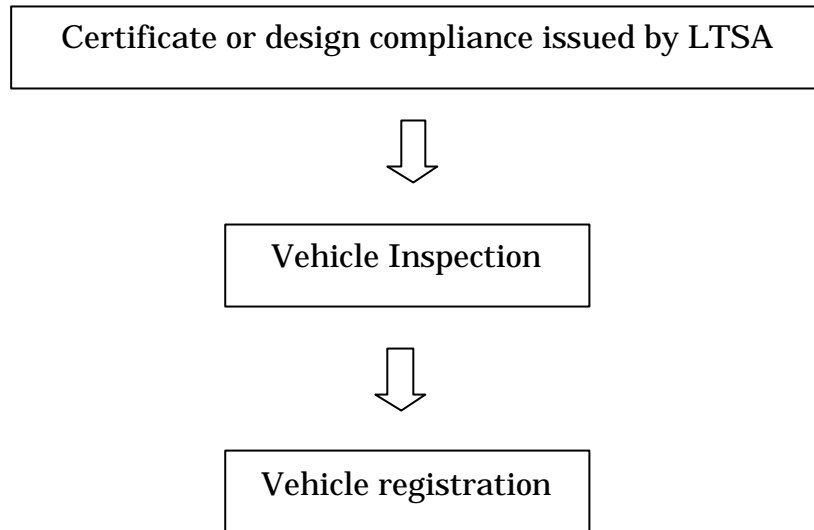
9. How long does it take from application to approval? 24 days

10. How much is the approval fee?

- There are 2 test categories
- for chassis basis: US\$ 36.0
 - for fully unit basis: US\$ 71.50
 - testing items: 11 items/type
 - unit price: US\$ 7015/test items

11. Is the certification test witnessed by the manufacturer's representative(s)? → N/A
 Witnessed Not witnessed

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



[Certification Facilities]

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

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

Not exist

Exists

* Name: Road Worthiness Certification Approval Center, or B.T.L.J.S.K.B. (Balai Pengujian Laik Jalan dan Sertifikasi Kendaraan Bermotor)

* Type: Government Semi-governmental Private

* No. of staff members: 59

* Method of staff training: Courses and comparative study

* Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D

* Construction cost of certification facilities: Approximately US\$ 8,500,000

* Regulation for management of certification facilities: Name of regulation?
 Minister of Communications Decree no.81/1993

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked → Non-periodic

Periodic → every 2 years

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

* Conditions required to approve testing laboratory:

Directorate General of Land Transport

* Of the ECE certification, which certification tests are serviceable at your testing laboratory? None, we have not started on ECE certification.

Parts/component certification

- Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps Seat belt
 Wiper/washer Headrest Glass Tire
 Trailer hitch Speed limiter Child restraint system
 Headlamp cleaner Other →

System certification

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

14. Number of examined cases?

	1996	1997	1998	1999
No. of examined items/year	All	All	All	All
No. of examined types/year	109	135	60	82
No. of examined vehicles/year	130	182	61	140

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

No

Yes → Name of laboratory:

[Certification Examiners and Staff]

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

Engineering Degree (mechanical, electrical, or automotive) or Degree in Economics.

17. No. of certification examiners: 19

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

- Experience on Automobile testing, with a minimum of 2 years experiences.
- Experience on Overseas courses/Training courses, minimum 1 time overseas training.
- Integrity and responsible personality.

19. No. of certification experts of testing lab: 18

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

- 1. Does your country perform COP auditing?**
 Performs Not perform

- 2. What law provides the basis for COP?**
* Name of law:
* Profile of law:

- 3. What is the government office/department responsible for COP?**

- 4. What organization performs COP auditing?**
* Name of organization:
* Type of organization: Governmental Third-party organization
 Other →

- 5. Budget of COP auditing organization: \$ /year**

- 6. No. of auditors:**

- 7. Is there a COP regulation for mass-produced vehicles in your country?**
 Yes → COP auditing for mass-produced vehicles:
 Performed by governmental organization
 Commissioned to third-party organization :
 No

- 8. What are the COP check items concerning the quality of parts and the quality of vehicles?**
 The COP check items are the same as the certification test items.
 The COP check items are fewer than the certification test items.
 The COP check items are the same as ECE (83).

- 9. Are the following aspects checked in your COP auditing?**
 Quality control system of the plant
 Compliance checking system of the plant for mass-produced vehicles
 Design changes after certification approval
 Other →

10. What is the consequence of failing to pass COP auditing? Are there penalties?

* Consequence:

* Penalty: ()Not existing

()Existing →

[In-use Vehicle Inspection / Other]

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

()Not exist

()Exists

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

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

* Name of organization: Testing Stations

* Type of organization: ()Governmental ()Semi-government ()Private

* In case of a private organization, government authorization necessary?

()Necessary

()Not necessary

4. Please check all the inspection items performed in your country?

()Side slip measurement

()Brake force measurement

()Measurement of speedometer accuracy

()Luminous intensity/photometric performance of headlamps

()Emission measurement - gasoline idle CO, HC

()Emission measurement - diesel smoke

()Emission measurement during mode running

5. Please check all the processes 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 specifications (data on weight, fuel consumption, etc.)

()Other →

**Questionnaire on Regulations, Certification and Compliance check system
New Zealand**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Land Transport Act 1998, Transport Act 1962

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

- () Type Approval System (+) Vehicle Registration System
 (+) Vehicle Inspection System (+) Vehicle Categories
 (+) Vehicle/Parts Technical Requirements (+) other → Self Certificate

* Name of technical regulation:

Traffic Regulations 1976, Transport (Vehicle Standards) Regulations 1990, Land Transport Rules

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- (+) Vehicle category (+) Definition (+) Technical requirements
 (+) Test procedures (+) Testing equipment

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

- (+) Yes () No

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

- () Completely harmonized with ECE Regulations.
 Examples of applicable regulation items →
 () Basically harmonized with ECE Regulations, partly containing unique requirements.
 Examples of applicable regulation items →
 (+) ECE Regulations adopted on an optional basis.
 Examples of applicable regulation items →
 () Not harmonized with ECE Regulations.
 Examples of Unique regulation items →

* How many ECE regulations has been adopted in your country?
 up to 30

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

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

* Name of jurisdictional government office/department:
MOT (Ministry of Transport), LTSA (Land Transport Safety Authority)

* No. of staff members for law/regulation formulation: up to 20

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):
legal, engineering, economics, policy analysis, editorial

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

(1) Assessment of Current Situations

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

* Name of organization/department: NZ Police, LTSA Operations

* No. of assigned staff members:

* Jurisdictional government office: LTSA

(2) Deciding Law/Regulation Formulation Policy

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

(+)Internet (+)Private research company

(+)Participation in international conferences

→ Names of conferences:

(+)Other → Liaison with overseas government agencies

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

(+)Yes → Name of advisory body: Vehicle Standards Advisory Committee

→Type of advisory body: ()Public research institute

()Government-supported organization

()Private research institute

(+)Other → industry and consumer groups

()No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

LTSA Rules Team Safer Vehicles Policy Section

* The number of staff involved in making draft: up to 15

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): legal, engineering, economics, policy analysis, editorial

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

- * Are comments invited and received?
 (+)Received. → How many cycles of comment receiving?
 ()1 time ()2 times (+)3 times or more
 () Not received.

- * Are Public hearings held? ()Held every time (+)Held occasionally
 ()Not held

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department: MOT, LTSA

* No. of staff members for law/regulation formulation: up to 20

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any):
 legal, engineering, economics, policy analysis, editorial

* Means of announcing the establishment or revision of laws/regulations?
 (+)Internet ()Hard copies (+)Other → Newspaper ads

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

* Are effects of an established or revised law/regulation evaluated?
 (+)Always evaluated.
 ()Evaluated only in case of necessity
 ()Not evaluated.

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

Refer to “*Land Transport Rules – A quick guide to the rule-making process*”

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

The same as the vehicle categories used in ADRs (Australian Design Rules)

[Environmental Regulation System]

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

* Name of law (basic law): Traffic Regulations 1976

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other→

* Name of technical regulation:

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

- Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of applicable regulation items →

* How many ECE regulations has been adopted in your country? None

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

MOT is in the process of developing a rule on vehicle emissions which is expected to include relevant UN/ECE Regulations.

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

* Name of jurisdictional government office/department: MOT, LTSA

* No. staff members for law/regulation formulation: up to 15

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

legal, engineering, economics, policy analysis, editorial

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Health, National Institute of Water and Atmospheric Research

* No. of assigned staff members:

* Jurisdictional government office: Ministry for the Environment

(2) Deciding of Law/Regulation Formulation Policy

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

(+)Internet (+)Private research company

(+)Participation in international conferences → Names of conferences:

(+)Other (specify) → Liaison with overseas government agencies

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

(+)Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: ()Public research institute

()Government-supported organization

()Private research institute

(+)Other → industry and consumer groups

()No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts: MOT

* The number of staff involved in making draft: up to 15

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

legal, engineering, economics, policy analysis, editorial

* Are drafts disclosed to the public? Please check.

(+)Disclosed

→ Means of disclosure? (+)Internet (+)Hard copies ()Other →

()Not disclosed.

* Are comments invited and received?

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

()1 time

()2 times

(+)3 times or more

()Not received.

- * Are Public hearings held? ()Held every time (+)Held occasionally
 () Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department: MOT, LTSA

* The number of staff for law regulation formulation: up to 20

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
 legal, engineering, economics, policy analysis, editorial

* Means of announcing the establishment or revision of laws/regulations?
(+)Internet (+)Hard copies (+)Other →

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

* Are effects of an established or revised law/regulation evaluated?
(+)Always evaluated ()Evaluated only in case of necessity
() Not evaluated.

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdicitive government office/department for certification?

LTSA

2. Type of your certification system?

Government Certification

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

Use of third-party testing facilities

Accept manufacturers' test report

Self-certification

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

Vehicle type certification (whole vehicle certification) → WVTA NTA

Parts/component certification

→ Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps Seat belt

Wiper/washer Headrest Glass Tire Trailer hitch

Speed limiter Child restraint system Headlamp cleaner

Other →

System certification

→ Noise Exhaust emission Tank/rear under-run protection

Number plate Steering system Door latch/hinge Horn

Mirror Brake Electromagnetic wave interference

Diesel smoke Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol Defroster/demister

Wiper/washer Heater Wheel guard Headrest

Fuel consumption Engine power Heavy-duty diesel emission

Sideguard Glass Weight/dimensions Tire

Trailer hitch Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper

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

Yes

No

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

* Name of law: Compliance Rule

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

Virtually harmonized with ECE Regulations.

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

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

[Certification Procedure]

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

ECE approval certificate

WVTA approval certificate

Other certificate → Name of country: De-registration Certificate in Japan

Manufacturer's test report

Vehicle or component performance test → Test item:

Other → Statement of compliance from manufacturer

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. → N/A

ECE approval certificate

WVTA approval certificate

Table of specifications

Owner's manual

Other →

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

10. How much is the approval fee? N/A

→

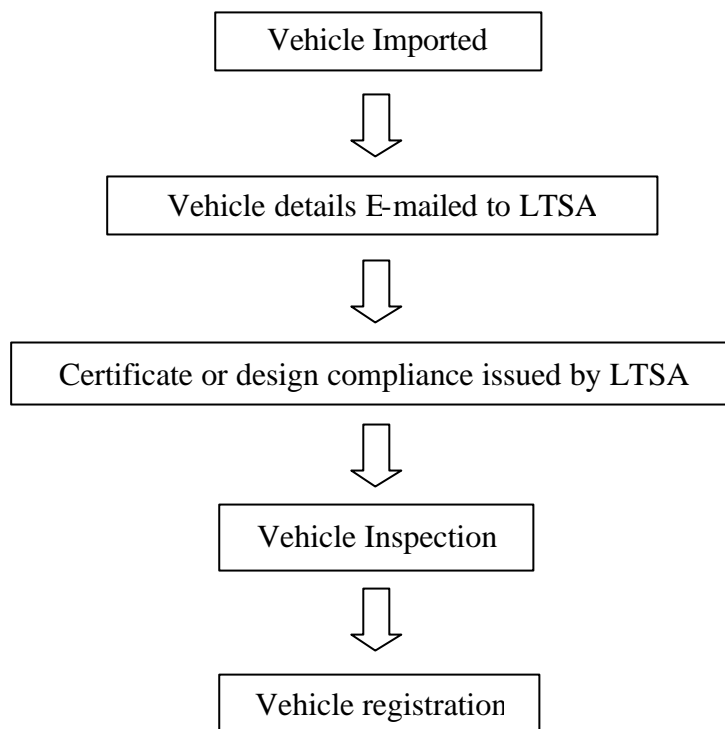
→ (\$ / test item)

11. Is the certification test witnessed by the manufacturer's representative(s)? → N/A

Witnessed

Not witnessed

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



[Certification Facilities]

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

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

Not exist

Exists

* Name:

* Type: Government Semi-governmental Private

* No. of staff members:

* Method of staff training:

* Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D

* Construction cost of certification facilities: \$

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

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked → Non-periodic

Periodic → every _____ years

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

* Conditions required to approve testing laboratory:

* Of the ECE certification, which certification tests are serviceable at your testing

laboratory?

Parts/component certification

- Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps Seat belt
 Wiper/washer Headrest Glass Tire
 Trailer hitch Speed limiter Child restraint system
 Headlamp cleaner Other →

System certification

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

14. Number of examined cases?

- No. of examined items: items/year
→ No. of examined types: types/year
→ No. of examined vehicles: units/year

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

- No
 Yes → Name of laboratory:

[Certification Examiners and Staff]

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

17. No. of certification examiners:

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

19. No. of certification experts of testing lab:

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

1. **Does your country perform COP auditing?**
() Performs (+) Not perform
2. **What law provides the basis for COP?**
* Name of law:

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

[In-use Vehicle Inspection / Other]

- 1. Does a periodic in-use vehicle inspection system exist in your country?**
()Not exist (+)Exists

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

- 3. What organization performs the periodic in-use vehicle inspection?**
* Name of organization: Testing Stations

* Type of organization: ()Governmental ()Semi-government (+)Private

* In case of a private organization, government authorization necessary?
(+)Necessary ()Not necessary

- 4. Please check all the inspection items performed in your country?**
()Side slip measurement
(+)Brake force measurement
()Measurement of speedometer accuracy
(+)Luminous intensity/photometric performance of headlamps
()Emission measurement - gasoline idle CO, HC
(+)Emission measurement - diesel smoke
()Emission measurement during mode running

- 5. Please check all the processes required for automobile registration in your country, and indicate their chronological order (or time sequence) by writing in numbers.**
()Acquisition of type approval
(2)Passing of new-vehicle inspection
()Subscription to automotive insurance ? Voluntary
(3)Payment of automobile-related taxes
(1)Information of vehicle specifications (data on weight, fuel consumption, etc.)
()Other →

**Questionnaire on Regulations, Certification and Compliance check system
Singapore**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Road Traffic Act

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

(+) Type Approval System (+) Vehicle Registration System

(+) Vehicle Inspection System (+) Vehicle Categories

(+) Vehicle/Parts Technical Requirements () other →

* Name of technical regulation:

Road Traffic (Motor Vehicle Construction and Use) Rules,

Road Traffic (Motor Vehicle Lighting) Rules

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

(+) Vehicle category (+) Definition (+) Technical requirements

(+) Test procedures () Testing equipment

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

(+) Yes () No

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

() Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

(+) Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items → ECE 43

() 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?

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

1.Speed Limiting Device

a) New vehicles – with effect from July 1, 1999

b) In-use vehicles registered on or after May 1, 1990 but before July 1, 1999 – with effect from January 1, 2000.

c) In-use vehicles registered on or after January 1, 1982 but before May 1,

1990 – with effect from May 1, 2000.
2.Euro 2 Emission Standards – with effect from January 1, 2000

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:
Ministry of Communications and Information Technology, Ministry of Home Affairs, Land Transport Authority

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

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

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

(1) Assessment of Current Situations

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

* Name of organization/department: Traffic Police Department

* No. of assigned staff members:

* Jurisdictional government office: A Department under the Singapore Police Force

(2) Deciding Law/Regulation Formulation Policy

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

(+)Internet ()Private research company

(+)Participation in international conferences

→ Names of conferences: APEC

(+)Other → Liaison with Land Transport Authorities overseas, Vehicle manufacturers, Motor traders, JASIC

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

()Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: ()Public research institute

()Government-supported organization

()Private research institute

()Other → industry and consumer groups

(+)No

(3) Formulation of Regulations Drafts and Receipt of Comments

- * Name of organization/department which formulates drafts:
Land Transport Authority, Traffic Police Department, Ministry of the Environment
- * The number of staff involved in making draft: 2 or 3
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): Degree
- * Are drafts disclosed to the public or disseminated only to interested groups?
() Disclosed to the public.
→ Means of disclosure? () Internet () Hard copies () Other →
(+) Disseminated to only interested groups
→ Means of disclosure? () Internet () Hard copies
(+) Other → Meetings, Discussions
() Not disclosed.
- * Are comments invited and received?
(+) Received. → How many cycles of comment receiving?
() 1 time () 2 times (+) 3 times or more
() Not received.
- * Are Public hearings held? () Held every time (+) Held occasionally
(+) Not held

(4) Establishment of Automobile Safety Laws/Regulations

- * Name of jurisdictional government office/department: Land Transport Authority
- * No. of staff members for law/regulation formulation: 5
- * Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): Degree
- * Means of announcing the establishment or revision of laws/regulations?
(+) Internet (+) Hard copies (+) Other → Newspaper

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

- * Are effects of an established or revised law/regulation evaluated?
(+) Always evaluated. () Evaluated only in case of necessity
() Not evaluated.

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

Refer to Annex A.

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

1. Motorcycles and Scooters
2. Cars
3. Taxis
4. Light Goods Vehicles (≤ 3.5 tons : Maximum Laden Weight)
5. Heavy Goods Vehicles (> 3.5 tons : Maximum Laden Weight)
6. Buses

[Environmental Regulation System]

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

* Name of law (basic law): The Environmental Pollution Control Act

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other→

* Name of technical regulation:

Environmental Pollution Control (Vehicular Emissions) Regulations 1999

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

- Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items → Emissions and Noise

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of applicable regulation items →

* How many ECE regulations have been adopted in your country?

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

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

* Name of jurisdictional government office/department: Ministry of the Environment

* No. staff members for law/regulation formulation:

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

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

(1) Assessment of Current Situations

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

* Name of organization/department: Ministry of the Environment

* No. of assigned staff members: 2

* Jurisdictional government office: Ministry for the Environment

(2) Deciding of Law/Regulation Formulation Policy

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

(+)Internet ()Private research company

(+)Participation in international conferences → Names of conferences:

(+)Other (specify)

→ Liaison with Environment Protection Agencies overseas, JASIC, Vehicle Manufacturers, Motor Traders

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

()Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: ()Public research institute

()Government-supported organization

()Private research institute

()Other → industry and consumer groups

(+)No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Ministry of the Environment

* The number of staff involved in making draft:

* Expertise/qualification required for drafts formulation staff (Also indicate the existing

training system, if any): Degree

* Are drafts disclosed to the public? Please check.

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

(+) Not disclosed

* Are comments invited and received?

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

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

() Not received.

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

(+) Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department: Ministry of the Environment

* The number of staff for law regulation formulation: up to 20

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

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

(+) Internet (+) Hard copies (+) Other → Newspapers

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

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

(+) Always evaluated () Evaluated only in case of necessity

() Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Land Transport Authority

2. Type of your certification system?

(+) Government Certification

→ (+) Use of Government testing facilities or certification testing with government officer's attendance

() Use of third-party testing facilities

(+) Accept manufacturers' test report

() Self-certification

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

() Vehicle type certification (whole vehicle certification) → () WVTA () NTA

() Parts/component certification

→ () Horn () Mirror () Electromagnetic wave interference

() Theft prevention () Reflex reflector (+) Lamps () Seat belt

() Wiper/washer () Headrest (+) Glass () Tire () Trailer hitch

(+) Speed limiter () Child restraint system () Headlamp cleaner

() Other →

(+) System certification

→ (+) Noise (+) Exhaust emission (+) Rear under-run protection

() Number plate () Steering system () Door latch/hinge () Horn

() Mirror () Brake () Electromagnetic wave interference

(+) Diesel smoke () Interior projection () Theft prevention

() Steering impact protection (+) Seat/Seat anchorage () Protrusion

() Speedometer () Nameplate () Seat belt anchorage

(+) Installation of signaling/lighting devices () Towing hook

() Seat belt () Direct visual field () Symbol

() Defroster/demister () Wiper/washer () Heater

() Wheel guard () Headrest () Fuel consumption

() Engine power (+) Heavy-duty diesel emission (+) Side guard

() Glass () Weight/dimensions () Tire () Trailer hitch

() Flame retard of interior materials (+) Speed limiter

() Frontal collision () Side collision () Rear-end collision

() Rollover () Bumper

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

() Yes

(+) No

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

* Name of law:

- * Of the three cases below, which one describes the law most accurately? Please check.
- Virtually harmonized with ECE Regulations.
 - Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
 - Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

- 6. How is compliance with the law/regulation validated? Please indicate all the validation methods accepted, below.**
- ECE approval certificate
 - WVTA approval certificate
 - Other certificate → (Name of country: De-registration Certificate in Japan)
 - Manufacturer's test report
 - Vehicle or component performance test → Test item:
 - Other →
- 7. For certification, is the submission of sample vehicles required?**
- Required
 - Not required
- 8. What are the required documents for certification? Please check all the necessary ones.**
- ECE approval certificate
 - WVTA approval certificate
 - Table of specifications
 - Owner's manual
 - Other → Vehicle Data Form, Exhaust Emission Certificate, Safety Glass Certificate, Detailed Technical Specifications
- 9. How long does it take from application to approval? : 3 days**
- 10. How much is the approval fee? : \$ 0**
- 11. Is the certification test witnessed by the manufacturer's representative(s)?**
- Witnessed
 - Not witnessed
- 12. Please outline the certification processes or procedures in your country, by drawing a flow chart below**
- Please see flowcharts in Annex B

[Certification Facilities]

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

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

(+)Not exist

()Exists

* Name:

* Type: ()Government ()Semi-governmental ()Private

* No. of staff members:

* Method of staff training:

* Activities of testing laboratory: () Specialized in certification testing
() Performs both certification tests and R&D

* Construction cost of certification facilities: \$

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

* Cross-checking of certification facilities:

()Not cross-checked

()Cross-checked → ()Non-periodic

()Periodic → every _____ years

* Approval of testing laboratory - Overseeing government office/department

* Conditions required to approve testing laboratory:

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

Parts/component certification

→ ()Horn ()Mirror ()Electromagnetic wave interference

()Theft prevention ()Reflex reflector ()Lamps ()Seat belt

()Wiper/washer ()Headrest ()Glass ()Tire

()Trailer hitch ()Speed limiter ()Child restraint system

()Headlamp cleaner ()Other →

System certification

→ ()Noise ()Exhaust emission

()Tank/Rear under-run protection ()Number plate

()Steering system ()Door latch/hinge ()Horn ()Mirror

()Brake ()Electromagnetic wave interference

()Diesel smoke ()Interior projection ()Theft prevention

()Steering impact protection ()Seat/Seat anchorage

()Protrusion ()Speedometer ()Nameplate

()Seat belt anchorage ()Installation of signaling/lighting devices

()Towing hook ()Seat belt ()Direct visual field ()Symbol

()Defroster/demister ()Wiper/washer ()Heater

()Wheel guard ()Headrest ()Fuel consumption

()Engine power ()Heavy-duty diesel emission ()Sideguard

()Glass ()Weight/dimensions ()Tire ()Trailer hitch

()Flame retard of interior materials ()Speed limiter

()Frontal collision ()Side collision ()Rear-end collision

()Rollover ()Bumper ()Other→

14. Number of examined cases? Not Applicable

→ No. of examined items: _____ items/year

→ No. of examined types: _____ types/year

→ No. of examined vehicles: _____ units/year

- 15. Has your country ever authorized an overseas testing laboratory(s)?**
(+)No
()Yes → Name of laboratory:

[Certification Examiners and Staff] Not Applicable

- 16. What qualifications are required to become a certification examiner of the government?**
- 17. No. of certification examiners:**
- 18. What qualifications are required to become a certification expert of a testing laboratory?**
- 19. No. of certification experts of testing lab:**

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

1. **Does your country perform COP auditing?**
() Performs (+) Not perform
2. **What law provides the basis for COP?**
* Name of law:

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

[In-use Vehicle Inspection / Other]

- 1. Does a periodic in-use vehicle inspection system exist in your country?**
()Not exist (+)Exists

- 2. What is the overseeing government office/department of the periodic in-use vehicle inspection system?**
Land Transport Authority

- 3. What organization performs the periodic in-use vehicle inspection?**
* Name of organization: AA, STA, VICOM, Jurong Inspection Center

* Type of organization: ()Governmental ()Semi-government (+)Private

* In case of a private organization, government authorization necessary?
(+)Necessary ()Not necessary

- 4. Please check all the inspection items performed in your country?**
(+)Side slip measurement
(+)Brake force measurement
()Measurement of speedometer accuracy
(+)Luminous intensity/photometric performance of headlamps
(+)Emission measurement - gasoline idle CO, HC
(+)Emission measurement - diesel smoke
()Emission measurement during mode running

- 5. Please check all the processes required for automobile registration in your country, and indicate their chronological order (or time sequence) by writing in numbers.**
(3)Acquisition of type approval
(2)Passing of new-vehicle inspection
(5)Subscription to automotive insurance
(6)Payment of automobile-related taxes
(1)Information of vehicle specifications (data on weight, fuel consumption, etc.)
(4)Other → Obtain a COE(Certificate of Entitlement) to own a vehicle

**Questionnaire on Regulations, Certification and Compliance check system
Chinese Taipei**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Road Regulations

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

(+)Type Approval System (+)Vehicle Registration System

(+)Vehicle Inspection System (+)Vehicle Categories

(+)Vehicle/Parts Technical Requirements ()other →

* Name of technical regulation: Road Traffic Safety 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 regulation most accurately? Please check.

() Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

() Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items →

(+) ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

() Not harmonized with ECE Regulations.

Examples of Unique regulation items →

* How many ECE regulations have been adopted in your country? N.A.

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

July 1, 2000: Revise “Road Traffic Safety 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:

Ministry of Transportation and Communications (MOTC)

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

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

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

(1) Assessment of Current Situations

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

* Name of organization/department: Traffic Accident Investigation Committee

* No. of assigned staff members: N.A.

*Jurisdictional government office: MOTC

(2) Deciding Law/Regulation Formulation Policy

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

(+)Internet (+)Private research company

(+)Participation in international conferences → Names of conferences: APEC

()Other →

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

(+)Yes

→ Name of advisory body: Automotive Research & Testing Center (ARTC)

→ Type of advisory body: ()Public research institute

(+)Government-supported organization

()Private research institute

()Other →

()No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts: ARTC

* The number of staff involved in making draft: 50

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

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

()Disclosed to the public.

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

(+) Disseminated to only interested groups
→ Means of disclosure? ()Internet (+)Hard copies ()Other →
()Not disclosed.

*Are comments invited and received?

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

* Are Public hearings held? ()Held every time ()Held occasionally
()Not held

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department: MOTC

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

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

* Means of announcing the establishment or revision of laws/regulations?
(+)Internet (+)Hard copies ()Other →

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

* Are effects of an established or revised law/regulation evaluated?
()Always evaluated. (+)Evaluated only in case of necessity
()Not evaluated.

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

(1) Information, Suggestion, Research, etc.

?

(2) Investigation, Evaluation

?

(3) Draft for revision of the regulations

?

(4) Formal discussion with related organizations and departments

?

(5) Regulation Panel in MOTC

?

(6) Announcement of the final revision

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

Safety

1. Low-speed Vehicle
2. Motor vehicle
 - (1) Passenger Car
 - (2) Truck
 - (3) Bus
 - (4) Special vehicle
 - (5) Motorcycle
 - (6) Tractor
3. Trailer
4. Articulated vehicle
5. Others

Environment

1. Motorcycle
2. Light-duty Vehicle
3. Heavy-duty Vehicle

[Environmental Regulation System]

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

* Name of law (basic law):

Air Pollution Control Act & Air Quality Standard, Air Pollution Prevention Regulations

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

- (+)Type Approval System (+)Vehicle Registration System
(+)Vehicle Inspection System (+)Vehicle Categories
() Vehicle/Parts Technical Requirements ()other→

* Name of technical regulation:

Exhaust Emission Standards for Transporters, Measures for Motor Vehicles Noise

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- (+)Vehicle category (+)Definition (+)Technical requirements
(+)Test procedures (+)Testing equipment

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

- (+)Yes ()No

* Of the four cases below, which one describes your technical regulation most

accurately? Please check.

() Completely harmonized with ECE Regulations.

Examples of applicable regulation items → Emissions and Noise

() 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 → ECE40

() Not harmonized with ECE Regulations.

Examples of applicable regulation items →

* How many ECE regulations have been adopted in your country?

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

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

* Name of jurisdictional government office/department:

Environmental Protection Administration

* No. staff members for law/regulation formulation:

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

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Department of Air Quality Protection, EPA, Chinese Taipei

* No. of assigned staff members:

* Jurisdictional government office: EPA

(2) Deciding of Law/Regulation Formulation Policy

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

() Internet () Private research company

() Participation in international conferences → Names of conferences:

() Other (specify) → Government Supported Organization

- * Does the government employ an advisory body? Please check.
- (+)Yes → Name of advisory body: Vehicle Standards Advisory Committee
 → Type of advisory body: (+)Public research institute
 (+)Government-supported organization
 (+)Private research institute
 ()Other →
- ()No

(3) Formulation of Drafts and Receipt of Comments

- * Name of organization/department which formulates drafts:
- * The number of staff involved in making draft:
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
- * Are drafts disclosed to the public? Please check.
- (+)Disclosed. → Means of disclosure? ()Internet ()Hard copies
 (+)Other →
- ()Not disclosed.
- * Are comments invited and received?
- (+)Received. → How many cycles of comment receiving?
 ()1 time ()2 times ()3 times or more
- () Not received.
- * Are Public hearings held? (+)Held every time ()Held occasionally
 () Not held

(4) Establishment of Automotive Environment Laws/Regulations

- * Name of jurisdictional government office/department:
- * The number of staff for law regulation formulation:
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
- * Means of announcing the establishment or revision of laws/regulations?
 ()Internet (+)Hard copies ()Other → Newspapers

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

- * Are effects of an established or revised law/regulation evaluated?
 (+)Always evaluated. ()Evaluated only in case of necessity
 () Not evaluated.

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Ministry of Transportation and Communications, Environmental Protection Administration, Energy Commission Ministry of Economic Affairs, the Bureau of Standards, Metrology and Inspection Ministry of Economic Affairs

2. Type of your certification system?

(+)Government Certification

→ () Use of Government testing facilities or certification testing with government officer's attendance

(+) Use of third-party testing facilities

() Accept manufacturers' test report

() Self-certification

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

(+)Vehicle type certification (whole vehicle certification) → (+)WVTA ()NTA

(+)Parts/component certification

→ ()Horn ()Mirror ()Electromagnetic wave interference

()Theft prevention ()Reflex reflector ()Lamps (+)Seat belt

()Wiper/washer ()Headrest (+)Glass ()Tire ()Trailer hitch

(+)Speed limiter ()Child restraint system ()Headlamp cleaner

(+)Other → Wheel (Aluminum rim), Components for LPG automobile fuel system

(+)System certification

→ (+)Noise (+)Exhaust emission ()Rear under-run protection

()Number plate ()Steering system ()Door latch/hinge ()Horn

()Mirror ()Brake ()Electromagnetic wave interference

(+)Diesel smoke ()Interior projection ()Theft prevention

()Steering impact protection ()Seat/Seat anchorage ()Protrusion

()Speedometer ()Nameplate ()Seat belt anchorage

()Installation of signaling/lighting devices ()Towing hook

()Seat belt ()Direct visual field ()Symbol ()Defroster/demister

()Wiper/washer ()Heater ()Wheel guard ()Headrest

(+)Fuel consumption ()Engine power

(+)Heavy-duty diesel emission ()Side guard ()Glass

()Weight/dimensions ()Tire ()Trailer hitch

()Flame retard of interior materials (+)Speed limiter

()Frontal collision ()Side collision ()Rear-end collision

()Rollover ()Bumper

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

(+)Yes

()No

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

- * Name of law: Road Traffic Safety Regulations
 Road Traffic Safety Regulations (MOTC), Regulation on Fuel Economy Standard and Inspection and Administration of Vehicles (Energy Commission MOEA), The Commodity Inspection Act and related regulations (Bureau of Standards, Metrology and Inspection MOEA), The Measures Governing Registration of Product Certification (Bureau of Standards, Metrology and Inspection MOEA)
- * Of the three cases below, which one describes the law most accurately? Please check.
- () Virtually harmonized with ECE Regulations.
 () Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
 (+) Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

- 6. How is compliance with the law/regulation validated? Please indicate all the validation methods accepted, below.**
- () ECE approval certificate
 (+) WVTA approval certificate
 (+) Other certificate → Name of country: U.S.A. for emission certification
 () Manufacturer's test report
 (+) Vehicle or component performance test
 → Test item: Hook for light-duty trailer, Aluminum rim (MOTC)
 Fuel Consumption (Energy Commission MOEA)
 () 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 for emissions
 (+) WVTA approval certificate
 (+) Table of specifications
 (+) Owner's manual
 (+) Other → Illustration of vehicle construction (MOTC), the test reports of the approved laboratory, the application documents and technical documents (conformity assessment documents) for performing the type test and managing the products (Bureau of Standards, Metrology and Inspection MOEA)
- 9. How long does it take from application to approval?**
- 6 days (MOTC), 2 weeks (EPA), 2 weeks (Energy Commission MOEA), 28 days (review of the application for registration : Bureau of Standards, Metrology and Inspection MOEA), 7-10 days (inspection by lots: Bureau of Standards, Metrology and Inspection MOEA)

10. How much is the approval fee?

- NT\$50,000 (MOTC)
- NT\$40,000 (EPA), NT\$20,6600 /test item (EPA),
- NT\$5,000 /each model(Bureau of Standards, Metrology and Inspection MOEA)

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

- ()Witnessed (+)Not witnessed

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

1. Safety

- (1) Submit Documents
? Qualified
- (2) Vehicle Test
? Test Report
- (3) Evaluation of all documents
? Qualified
- (4) Certification approval

2. Emission

- (1) Vehicle Test
? Test Report
- (2) Report to EPA
?
- (3) Evaluation of all documents
? Qualified
- (4) Certification approval

3. Fuel Economy

- (1) Vehicle Test
? Test Report
- (2) Report to Energy Commission MOEA
?
- (3) Evaluation of all documents
? Qualified
- (4) Certification approval

4. Products Registration

- (1) Submit documents (application forms and conformity assessment documents) to BSMI
? Qualified
- (2) Assign a registration code to the application
Grant a registration of product certificate and a registration code
Permit to use the certification label on the products
?
- (3) Products permitted to use the certification label are administered, audited and surveyed by BSMI.
Products announced as subject inspection are inspected by lots.

[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: ARTC (Automobile Research & Testing Center,
TRIRTC (Taiwan Rubber Industry Research & Testing Center for tire products)
- * Type: Government Semi-governmental Private
- * No. of staff members: ARTC:100 persons, TRIRTC:20 persons
- * Method of staff training:
Overseas training, Seminar, Special courses designed for training
- * Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D
- * Construction cost of certification facilities: NT\$10Million
- * Regulation for management of certification facilities:
- * Name of regulation: Road Regulations, Regulations for the Inspection to be
Conducted by Designated Laboratories
- * Cross-checking of certification facilities:
 Not cross-checked
 Cross-checked → Non-periodic
 Periodic → every 1-2 years
- * Approval of testing laboratory - Overseeing government office/department:
MOTC, EPA, BSMI, MOEA
- * Conditions required to approve testing laboratory:
Comply with the Regulations for Management of Certification Facilities,
The approved testing laboratory have to comply with the international
standards (e.g. ISO Guide 25/ ISO 17025), national standards (e.g. the CNS
for the regulated products inspection) and technical regulations of BSMI.
- * Of the ECE certification, which certification tests are serviceable at your testing
laboratory?

Parts/component certification

- Horn Mirror Electromagnetic wave interference
 Theft prevention Reflex reflector Lamps Seat belt
 Wiper/washer Headrest Glass Tire
 Trailer hitch Speed limiter Child restraint system
 Headlamp cleaner Other →

System certification

- Noise Exhaust emission Tank/Rear under-run protection
 Number plate Steering system Door latch/hinge
 Horn Mirror Brake
 Electromagnetic wave interference Diesel smoke
 Interior projection Theft prevention
 Steering impact protection Seat/Seat anchorage Protrusion
 Speedometer Nameplate Seat belt anchorage
 Installation of signaling/lighting devices Towing hook
 Seat belt Direct visual field Symbol
 Defroster/demister Wiper/washer Heater

- Wheel guard Headrest Fuel consumption
- Engine power Heavy-duty diesel emission Sideguard
- Glass Weight/dimensions Tire Trailer hitch
- Flame retard of interior materials Speed limiter
- Frontal collision Side collision Rear-end collision
- Rollover Bumper Other →

- 14. Number of examined cases?** for Emissions
 → No. of examined items: 2 items/year
 → No. of examined types: 1 types/year
 → No. of examined vehicles: 120 units/year

- 15. Has your country ever authorized an overseas testing laboratory(s)?**
 No
 Yes → Name of laboratory:

[Certification Examiners and Staff] Not Applicable

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

Experienced staff in related fields

- 17. No. of certification examiners:**

Safety :8 persons, Emissions:18 persons, Fuel Economy: 3-5 persons

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

Experienced staff in related fields, Emission: Has License issued by EPA

Fuel economy: Pass the government's examination

- 19. No. of certification experts of testing lab:**

Safety:50 persons, Emissions:18 persons, Fuel economy: 20 persons

[In-use Vehicle Inspection / Other]

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

()Not exist (+)Exists

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

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

* Name of organization:

* Type of organization: ()Governmental (+)Semi-government ()Private

* In case of a private organization, government authorization necessary?

(+)Necessary ()Not necessary

4. Please check all the inspection items performed in your country?

()Side slip measurement

()Brake force measurement

()Measurement of speedometer accuracy

()Luminous intensity/photometric performance of headlamps

(+)Emission measurement - gasoline idle CO, HC

(+)Emission measurement - diesel smoke

(+)Emission measurement during mode running

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

(4)Acquisition of type approval

(5)Passing of new-vehicle inspection

(3)Subscription to automotive insurance

(2)Payment of automobile-related taxes

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

()Other →

**Questionnaire on Regulations, Certification and Compliance check system
Vietnam**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law):

Rules on Road-way Traffic Order and Inner City Traffic Safety

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

- () Type Approval System (+) Vehicle Registration System
 (+) Vehicle Inspection System (+) Vehicle Categories
 () Vehicle/Parts Technical Requirements () other →

* Name of technical regulation:

Vietnam Standard System(TCVN) Transport Sector Standard(22 TCN 224-95)

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- (+) Vehicle category (+) Definition (+) Technical requirements
 (+) Test procedures (+) Testing equipment

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

- (+) Yes () No

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

- () Completely harmonized with ECE Regulations.
 Examples of applicable regulation items →
 (+) Basically harmonized with ECE Regulations, partly containing unique requirements.ECE13, 36, 52, etc.
 Examples of applicable regulation items →
 (+) ECE Regulations adopted on an optional basis.
 Examples of applicable regulation items →
 () Not harmonized with ECE Regulations.
 Examples of Unique regulation items →

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

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

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

* Name of jurisdictional government office/department:

Ministry of Transport, Ministry of Science, Technology and Environment

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

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

University graduates specialized in automobile engineering and management
(have working experience in different institutions)

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

(1) Assessment of Current Situations

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

* Name of organization/department:

National Safety Traffic Committee and Road and Railway Traffic Police

* No. of assigned staff members:

* Jurisdictional government office: Ministry of Transport

(2) Deciding Law/Regulation Formulation Policy

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

() Internet (+) Private research company

(+) Participation in international conferences

→ Names of conferences: Harmonization of Road Transport Laws, Rules and Regulations in ASEAN

(+) Other →

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

(+) Yes → Name of advisory body:

→ Type of advisory body: (+) Public research institute

(+) Government-supported organization

(+) Private research institute

() Other → industry and consumer groups

() No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts: Vietnam Register

* The number of staff involved in making draft:

* Expertise/qualification required for drafts formulation staff (Also indicate the existing

training system, if any): University graduates

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

- * Are comments invited and received?
(+) Received. → How many cycles of comment receiving?
(+) 1 time () 2 times () 3 times or more
() Not received.

- * Are Public hearings held? () Held every time () Held occasionally
(+) Not held

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department:
Ministry of Transport, Ministry of Science, Technology and Environment

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

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

* Means of announcing the establishment or revision of laws/regulations?
() Internet (+) Hard copies () Other →

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

* Are effects of an established or revised law/regulation evaluated?
() Always evaluated. () Evaluated only in case of necessity
(+) Not evaluated.

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

- (1) Formulation of drafts
?
- (2) Invite and receive comments
?
- (3) Hold meetings to discuss the drafts
?
- (4) Complete the drafts
?
- (5) Submit the completed drafts to jurisdictional government office for issuance

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

1. All categories of Automobiles (including truck-trailer, Semi-trailer)
2. Tractors and vehicles for special purposes
3. Three-wheeled motor vehicles

[Environmental Regulation System]

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

* Name of law (basic law):

Art 22 of Law on Environmental Protection regulates generally for Environmental Protection of Transport Means

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other→

* Name of technical regulation:

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

- Yes No

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

- Completely harmonized with ECE Regulations.
Examples of applicable regulation items → Emissions and Noise
 Basically harmonized with ECE Regulations, partly containing unique requirements.
Examples of applicable regulation items → Specification and tests, test methods
 ECE Regulations adopted on an optional basis.
Examples of applicable regulation items →
 Not harmonized with ECE Regulations.
Examples of applicable regulation items →

* How many ECE regulations has been adopted in your country? 7

* Schedule to implement new regulations and to revise current regulations: in 2000-

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

* Name of jurisdictional government office/department:
Vietnam Register, Ministry of Transport, Ministry of Science-technology and Environment

* No. staff members for law/regulation formulation:

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

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Vietnam Registers, State of Environment and Monitoring Division, National Environment Agency (NEA)

* No. of assigned staff members: 7

* Jurisdictional government office:

Ministry of Science, Technology and Environment (MOSTE)

(2) Deciding of Law/Regulation Formulation Policy

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

() Internet (+) Private research company

(+) Participation in international conferences

→ Names of conferences: The 4th Conference of Expert Panel of Trade and Sustainable Development

(+) Other (specify) → Mass media

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

(+) Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: (+) Public research institute

(+) Government-supported organization

(+) Private research institute

() Other →

() No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Quality Standard Center (in fact, Vietnam Register has formulated drafts of vehicle environmental standard.)

- * The number of staff involved in making draft: about 10 (Quality Standard Center)
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
- * Are drafts disclosed to the public or disseminated only to interested groups?
 - () Disclosed to the public.
 - Means of disclosure? () Internet () Hard copies () Other
 - (+) Disseminated to only interested groups
 - Means of disclosure? () Internet (+) Hard copies () Other →
 - () Not disclosed.
- * Are comments invited and received?
 - (+) Received. → How many cycles of comment receiving?
 - (+) 1 time () 2 times () 3 times or more
 - () Not received.
- * Are Public hearings held? () Held every time () Held occasionally (+) Not held

(4) Establishment of Automotive Environment Laws/Regulations

- * Name of jurisdictional government office/department:
 - Ministry of Science, Technology and Environment, Quality Standard Center
- * The number of staff for law regulation formulation: about 10
- * Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any):
- * Means of announcing the establishment or revision of laws/regulations?
 - () Internet (+) Hard copies (+) Other → Newspapers

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

- * Are effects of an established or revised law/regulation evaluated?
 - (+) Always evaluated () Evaluated only in case of necessity
 - () Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictive government office/department for certification?

Vietnam Register

2. Type of your certification system?

(+)Government Certification

→ (+) Certification testing with government officer's attendance

() Use of third-party testing facilities

() Accept manufacturers' test report

(+)Self-certification

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

(+)Vehicle type certification (whole vehicle certification)→(+)WVTA ()NTA

(+)Parts/component certification

→(+)Horn ()Mirror ()Electromagnetic wave interference

()Theft prevention ()Reflex reflector (+)Lamps ()Seat belt

()Wiper/washer ()Headrest (+)Glass ()Tire ()Trailer hitch

()Speed limiter ()Child restraint system ()Headlamp cleaner

()Other →

(+)System certification

→(+)Noise (+)Exhaust emission ()Rear under-run protection

()Number plate ()Steering system (+)Door latch/hinge (+)Horn

()Mirror (+)Brake ()Electromagnetic wave interference

(+)Diesel smoke ()Interior projection ()Theft prevention

()Steering impact protection (+)Seat/Seat anchorage ()Protrusion

(+)Speedometer ()Nameplate ()Seat belt anchorage

()Installation of signaling/lighting devices ()Towing hook

()Seat belt ()Direct visual field ()Symbol

()Defroster/demister ()Wiper/washer ()Heater

()Wheel guard ()Headrest ()Fuel consumption

()Engine power (+)Heavy-duty diesel emission ()Side guard

()Glass (+)Weight/dimensions ()Tire ()Trailer hitch

()Flame retard of interior materials ()Speed limiter

()Frontal collision ()Side collision ()Rear-end collision

()Rollover ()Bumper

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

(+)Yes

()No

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

* Name of law:

Decision 1259/ KHKT-PCVT: Quality and Type Approval of Motor Vehicles

manufacturers under Foreign Design and Trade; Decision 1774/KHKT

- * Of the three cases below, which one describes the law most accurately? Please check.
- Virtually harmonized with ECE Regulations.
 - Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
 - Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

- 6. How is compliance with the law/regulation validated? Please indicate all the validation methods accepted, below.**
 - ECE approval certificate
 - WVTA approval certificate
 - Other certificate → Name of country: U.S.A. for emission certification
 - Manufacturer's test report
 - Vehicle or component performance test → Test item:
 - Other → Self Certification

- 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 for emissions
 - WVTA approval certificate
 - Table of specifications
 - Owner's manual
 - Other →

- 9. How long does it take from application to approval? → 4 weeks**

- 10. How much is the approval fee?**
 - 1.5- 2% of the unit sale price
 - /test item (EPA),

- 11. Is the certification test witnessed by the manufacturer's representative(s)?**
 - Witnessed
 - Not witnessed
 - Done by manufacturer

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

Flowchart of Type Approval Procedure for New Assembled, Manufactured Motor Vehicles under Foreign Designs and Trade Marks

- (1) Manufacturer: Application for type approval
?
- (2) Vietnam Register: Examination of submitted documents
?
- (3) Ministry of Transport: Issue license for manufacturing, assembling of motor vehicles
?
- (4) Manufacturer:
 - (i) Prepare a sample motor vehicle
 - (ii) Conduct technology condition for assuring the registered quality level
 - (iii) Apply for tests
?
- (5) Vietnam Register:
 - (i) Examine the submitted documents
 - (ii) Examine technology condition for assuring the registered quality level
 - (iii) Examine the sample motor vehicle
 - (iv) Issue certificate
?
- (6) Manufacturer:
 - (i) Produce motor vehicles
 - (ii) Complete Inspection
 - (iii) Fill out final check sheet
?
- (7) Vietnam Register: Periodically supervise quality assurance system for uniformity of products

[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: ARTC (Automobile Research & Testing Center,
TRIRTC (Taiwan Rubber Industry Research & Testing Center for tire products

* Type: ()Government ()Semi-governmental ()Private

* No. of staff members:

- * Method of staff training: Overseas training, Seminar, Special courses designed for training
- * Activities of testing laboratory: () Specialized in certification testing
() Performs both certification tests and R&D
- * Construction cost of certification facilities:
- * Regulation for management of certification facilities:
- * Name of regulation:
- * Cross-checking of certification facilities:
() Not cross-checked
() Cross-checked → () Non-periodic
() Periodic →
- * Approval of testing laboratory - Overseeing government office/department:
- * Conditions required to approve testing laboratory:
- * Of the ECE certification, which certification tests are serviceable at your testing laboratory?

Parts/component certification

- () Horn () Mirror () Electromagnetic wave interference
() Theft prevention () Reflex reflector () Lamps
() Seat belt () Wiper/washer () Headrest () Glass () Tire
() Trailer hitch () Speed limiter () Child restraint system
() Headlamp cleaner () Other →

System certification

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

14. Number of examined cases? for Emissions

- No. of examined items: items/year
→ No. of examined types: 45 types/year
→ No. of examined vehicles: 5800 units/year

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

- (+) No
() Yes → Name of laboratory:

[Certification Examiners and Staff] Not Applicable

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

Automobile Mechanical Engineers with Experience of 5 years or more

17. No. of certification examiners: 9

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

19. No. of certification experts of testing lab: N/A

[In-use Vehicle Inspection / Other]

- 1. Does a periodic in-use vehicle inspection system exist in your country?**
()Not exist (+)Exists
- 2. What is the overseeing government office/department of the periodic in-use vehicle inspection system?**
- 3. What organization performs the periodic in-use vehicle inspection?**
* Name of organization: Local Transport Office

* Type of organization: (+)Government ()Semi-government ()Private

* In case of a private organization, government authorization necessary?
()Necessary ()Not necessary
- 4. Please check all the inspection items performed in your country?**
(+)Side slip measurement
(+)Brake force measurement
(+)Measurement of speedometer accuracy
(+)Luminous intensity/photometric performance of headlamps
(+)Emission measurement - gasoline idle CO, HC
(+)Emission measurement - diesel smoke
()Emission measurement during mode running
- 5. Please check all the processes 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 specifications (data on weight, fuel consumption, etc.)
()Other →

**Questionnaire on Regulations, Certification and Compliance check system
Canada**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Motor Vehicle Safety Act

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

- ()Type Approval System ()Vehicle Registration System
 ()Vehicle Inspection System ()Vehicle Categories
 ()Vehicle/Parts Technical Requirements (X)other → Self-Certification

* Name of technical regulation: Motor Vehicle Safety Regulations

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- (X)Vehicle category (X)Definition (X)Technical requirements
 (X)Test procedures ()Testing equipment

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

- (X)Yes ()No

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

- () Completely harmonized with ECE Regulations.
 Examples of applicable regulation items →
 () Basically harmonized with ECE Regulations, partly containing unique requirements.
 Examples of applicable regulation items →
 () ECE Regulations adopted on an optional basis.
 Examples of applicable regulation items →
 (X) Not harmonized with ECE Regulations.
 Examples of Unique regulation items → Similar to U.S. FMVSS

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

None - but some ECE Regulations are options.

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

Ongoing - Currently seek harmony with U.S. and

- a) certain U.S./Canadian and ECE Standards are already in harmony.
 b) Canada has signed the 1998 Global Agreement and plans to work to wards implementation of global technical regulation.
 c) Canada participates on WP29.

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:

Department of Transport
Road Safety and Motor Vehicle Regulation

* No. of staff members for law/regulation formulation: ~ 10

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

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

(1) Assessment of Current Situations

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

* Name of organization/department: Motor Vehicle Standards and Research

* No. of assigned staff members: ~ 10

* Jurisdictional government office: Department of Transport

(2) Deciding Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

→ Names of conferences: ECE, OECD, APEC

Other → Internal research

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

Yes → Name of advisory body:

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other → industry and consumer groups

No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Transport Canada, Motor Vehicle Standards and Research Branch

* The number of staff involved in making draft: ~ 10

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

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

Disclosed to the public.

→ Means of disclosure? Internet Hard copies

Other → Stakeholder Meeting

Disseminated to only interested groups

→ Means of disclosure? Internet Hard copies Other →

Not disclosed.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictional government office/department: Department of Transport

* No. of staff members for law/regulation formulation: ~ 10

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

Automotive / Mechanical Engineering + Legal Counsel

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

Internet Hard copies Other → Stakeholder Meetings

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

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

Always evaluated Evaluated only in case of necessity

Not evaluated.

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

CANADA MOTOR VEHICLE SAFETY STANDARDS DEVELOPMENT PROCESS

The following provides some information on the steps leading to the introduction of motor vehicle safety standards under the Motor Vehicle Safety Act.

The Act defines a "standard" as a standard that governs the design, construction functioning or making of vehicles or equipment for the purpose of reducing emissions from vehicles. Such standards apply at the time the vehicle is manufactured. Therefore, before a standard is developed, it must be determined that it affects the original equipment of a vehicle

and will protect persons from injury or death.

In considering the merits of a particular proposal for a standard, a number of facts must be examined and documented:

- the magnitude of the safety benefits, i.e. lives saved, injuries reduced or eliminated;
- the cost (a \$10 cost per vehicle results in a gross annual cost of the order of \$15 million);
- effects, if any, on the environment, competition, international trade, employment, and inflation;
- alternative that might be more effective or less costly;
- the design classes of vehicles affected and exempted;
- compatibility with U.S. and other foreign standards (harmonization with U.S. standards is an important determinant of cost since production of North American vehicles is an integrated process);
- the views of affected groups, e.g. police, vehicle manufacturers, provincial regulators, consumers, safety advocacy groups;
- the feasibility of developing a performance standard in contrast to a design restrictive one: and
- the feasibility of meeting the standard with components that will be highly reliable when produced and installed on automated production assembly lines.

Once all of these factors are studied and documented, a proposal for a standard can be drafted and published, requesting comment, in the Canada Gazette Part 1. Federal regulatory policy requires this publication to be accompanied by a Regulatory Impact Analysis Statement which documents all of the above mentioned factors.

The effective data for the standard must give the industry sufficient lead time to modify their vehicle designs, order and obtain parts, and modify the assembly process.

The overall time from start of activity within the department on a straightforward technical standard to issuance of the Canada Gazette Part II notice is approximately two years. Complex issues can take much longer.

At any time, many different vehicle safety regulatory proposals are under development. There is an urgent need to reduce road accidents and consequence deaths and injuries. This means that measures that are both feasible and highly effective are given the highest priority. This constraint, as well as personnel and budgetary limits, means that many safety ideas and suggestions will not be quickly incorporated into regulation.

Although this is a time consuming and at times burdensome process, it supports and allows innovative and effective safety concepts. The process does ensure that all relevant factors are examined, that mandatory safety equipment on new vehicles is justified in terms of reduced risks of accident and injury, and that the taxpayer receives good value for money spent on the federal vehicle safety program.

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

Similar to U.S.

[Environmental Regulation System]

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

* Name of law (basic law): (New) Canadian Environmental Protection Act (Division 5)

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other→ Self Certification

* Name of technical regulation: (Old) Motor Vehicle Safety 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 regulation most accurately? Please check.

- Completely harmonized with ECE Regulations.
Examples of applicable regulation items →
- Basically harmonized with ECE Regulations, partly containing unique requirements.
Examples of applicable regulation items →
- ECE Regulations adopted on an optional basis.
Examples of applicable regulation items →
- Not harmonized with ECE Regulations.
Examples of applicable regulation items → Harmonized with U.S. EPA

* How many ECE regulations has been adopted in your country? none

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

Ongoing - harmony with U.S.

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

* Name of jurisdictional government office/department:

(Old) Transport Canada (New) Department of the Environment

* No. staff members for law/regulation formulation: (Old) ~ 3

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

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

(1) Assessment of Current Situations

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

* Name of organization/department: Department of the Environment

* No. of assigned staff members: under development

* Jurisdictional government office: Department of the Environment

(2) Deciding of Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

Names of conferences:

Other (specify) →

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

Yes → Name of advisory body:

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other → industry and consumer groups

No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

(Old) Department of Transport

* The number of staff involved in making draft: (Old) ~ 3

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

* Are drafts disclosed to the public? Please check.

Disclosed → Means of disclosure? Internet Hard copies

Other → Stakeholder Consultation

Not disclosed.

* Are comments invited and received?

Received → How many cycles of comment receiving?

1 time 2 times 3 times or more

Not received.

* Are Public hearings held? ()Held every time (X)Held occasionally
()Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department:
(Old) Department of Transport

* The number of staff for law regulation formulation: ~ 3

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

* Means of announcing the establishment or revision of laws/regulations?
(X)Internet (X)Hard copies (X)Other → Stakeholder Consultation

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

* Are effects of an established or revised law/regulation evaluated?
()Always evaluated (X)Evaluated only in case of necessity
()Not evaluated

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Department of Transport

2. Type of your certification system?

Government Certification

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

Use of third-party testing facilities

Accept manufacturers' test report

Self-certification

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

Vehicle type certification (whole vehicle certification) → WVTA NTA

Parts/component certification

→ Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps Seat belt

Wiper/washer Headrest Glass Tire Trailer hitch

Speed limiter Child restraint system Headlamp cleaner

Other →

System certification

→ Noise Exhaust emission Rear under-run protection

Number plate Steering system Door latch/hinge Horn

Mirror Brake Electromagnetic wave interference

Diesel smoke Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol

Defroster/demister Wiper/washer Heater Wheel guard

Headrest Fuel consumption Engine power

Heavy-duty diesel emission Side guard Glass

Weight/dimensions Tire Trailer hitch

Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper

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

Yes

No

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

* Name of law: Motor Vehicle Safety Act

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

- Virtually harmonized with ECE Regulations.
- Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
- Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

- 6. How is compliance with the law/regulation validated? Please indicate all the validation methods accepted, below.**
- ECE approval certificate
 - WVTA approval certificate
 - Other certificate → (Name of country: _____)
 - Manufacturer's test report
 - Vehicle or component performance test → Test item: _____
 - Other → Self-Certification
- 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 → Self Certification
- 9. How long does it take from application to approval? N/A**
- 10. How much is the approval fee? N/A**
- 11. Is the certification test witnessed by the manufacturer's representative(s)? N/A**
- Witnessed
 - Not witnessed
- 12. Please outline the certification processes or procedures in your country, by drawing a flow chart below**
- Manufacturers' Self-Certification
 - Government selective testing
 - (Purchase of vehicle and resolated equipment)

[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: (Transport Canada) Motor Vehicle Test Center

* Type: Government Semi-governmental Private

* No. of staff members: 50 persons

* Method of staff training: Engineering / Technology training + experience

* Activities of testing laboratory: Specialized in certification testing
 Performs both certification tests and R&D

* Construction cost of certification facilities: \$ 30M

* Regulation for management of certification facilities: Name of regulation? N/A

* Cross-checking of certification facilities:

Not cross-checked

Cross-checked → Non-periodic

Periodic → every _____ years

* Approval of testing laboratory - Overseeing government office/department:
Department of Transport

* Conditions required to approve testing laboratory: N/A

* Of the ECE certification, which certification tests are serviceable at your testing laboratory? N/A

Parts/component certification

→ Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps

Seat belt Wiper/washer Headrest Glass Tire

Trailer hitch Speed limiter Child restraint system

Headlamp cleaner Other →

System certification

→ Noise Exhaust emission

Tank/Rear under-run protection Number plate

Steering system Door latch/hinge Horn Mirror

Brake Electromagnetic wave interference Diesel smoke

Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol

Defroster/demister Wiper/washer Heater

Wheel guard Headrest Fuel consumption

Engine power Heavy-duty diesel emission Sideguard

Glass Weight/dimensions Tire Trailer hitch

Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper Other →

14. Number of examined cases? N/A

→ No. of examined items (_____ items/year)

→ No. of examined types (_____ types/year)

→ No. of examined vehicles (_____ units/year)

15. **Has your country ever authorized an overseas testing laboratory(s)?** N/A
()No
()Yes → Name of laboratory:

[Certification Examiners and Staff]

16. **What qualifications are required to become a certification examiner of the government?** N/A
17. **No. of certification examiners:** N/A
18. **What qualifications are required to become a certification expert of a testing laboratory?** N/A
19. **No. of certification experts of testing lab:** N/A

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

1. **Does your country perform COP auditing?**
(X) Performs Self-Certification Verification
() Not perform
2. **What law provides the basis for COP?**
* Name of law: Motor Vehicle Safety Act

* Profile of law:
3. **What is the government office/department responsible for COP?** Transport
4. **What organization performs COP auditing?**
* Name of organization: Department of Transport
* Type of organization: (X) Governmental () Third-party organization
() Other →
5. **Budget of COP auditing organization:** \$ 3M /year
6. **No. of auditors:** 15 persons
7. **Is there a COP regulation for mass-produced vehicles in your country?**
() Yes → COP auditing for mass-produced vehicles:
() Performed by governmental organization
() Commissioned to third-party organization :
(X) No
8. **What are the COP check items concerning the quality of parts and the quality of vehicles?**
() The COP check items are the same as the certification test items.
(X) The COP check items are fewer than the certification test items.
() The COP check items are the same as ECE (83).
9. **Are the following aspects checked in your COP auditing?** N/A
() Quality control system of the plant
() Compliance checking system of the plant for mass-produced vehicles
() Design changes after certification approval
() Other →
10. **What is the consequence of failing to pass COP auditing? Are there penalties?**
* Consequence:
* Penalty: () Not existing
(X) Existing → Non Compliance is a violation of the law.

[In-use Vehicle Inspection / Other]

1. **Does a periodic in-use vehicle inspection system exist in your country?**
(X)Not exist ()Exists
2. **What is the overseeing government office/department of the periodic in-use vehicle inspection system?** N/A
3. **What organization performs the periodic in-use vehicle inspection?** N/A
* Name of organization:

* Type of organization: ()Governmental ()Semi-government
()Private

* In case of a private organization, government authorization necessary?
()Necessary ()Not necessary
4. **Please check all the inspection items performed in your country?** N/A
()Side slip measurement
()Brake force measurement
()Measurement of speedometer accuracy
()Luminous intensity/photometric performance of headlamps
()Emission measurement - gasoline idle CO, HC
()Emission measurement - diesel smoke
()Emission measurement during mode running
5. **Please check all the processes 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 specifications (data on weight, fuel consumption, etc.)
()Other →
N/A

**Questionnaire on Regulations, Certification and Compliance check system
Chile**

I. IMPROVEMENT OF SAFETY/ENVIRONMENT REGULATIONS

[Safety Regulation System]

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

* Name of law (basic law): Transit Law No.19.495

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

- ()Type Approval System ()Vehicle Registration System
 (X)Vehicle Inspection System (X)Vehicle Categories
 (X)Vehicle/Parts Technical Requirements ()Other →

* Name of technical regulation:

Transit Law No.19.495 and Decreto Supremo 54/1997 Homologation Vehicler

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

- (X)Vehicle category (X)Definition (X)Technical requirements
 ()Test procedures ()Testing equipment

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

- (X)Yes ()No

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

- () Completely harmonized with ECE Regulations.
 Examples of applicable regulation items →
- (X) Basically harmonized with ECE Regulations, partly containing unique requirements.
 Examples of applicable regulation items →
 Vehicle Security Elements (examples: glazing materials, head restraints, rearview mirrors, seating systems)
- () ECE Regulations adopted on an optional basis.
 Examples of applicable regulation items →
- () Not harmonized with ECE Regulations.
 Examples of Unique regulation items → Similar to U.S. FMVSS

* How many ECE regulations has been adopted in your country? → None.

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

Actually we are adopting Security Norms based in International Norms (USA, Europe, Korea, Japon, Brasil)

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:

Ministerio de Transportes, Subsecretaria de Transportes

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

In security regulations participated engineers of the Vehicle Control and Certification Center (3CV) and Department Norms Subsecretaria de Transportes.

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): International and national capacitated engineer.

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Comit Nacional de Seguridad del Transito (CONASET)

* No. of assigned staff members:

* Jurisdictional government office:

Ministerio de transportes, Subsecretaria de Transportes

(2) Deciding Law/Regulation Formulation Policy

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

() Internet () Private research company

(X) Participation in international conferences

→ Names of conferences:

Worldwide Harmonization of Crash test Programs, Colonia Alemania/99

(X) Other → Visit to International Laboratories, TUV, IDIADA.

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

(X) Yes → Name of advisory body: Vehicle Control and Certification Center (3CV)

→ Type of advisory body: () Public research institute

() Government-supported organization

() Private research institute

() Other →

() No

(3) Formulation of Regulations Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Ministerio de Transportes, Subsecretaria de Transportes

* The number of staff involved in making draft:

Vehicle Control and Certification Center (3CV) : 7 engineers

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

Engineer capacitated in seminars and international laboratories.

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

() Disclosed to the public.

→ Means of disclosure? () Internet () Hard copies

() Other → Stakeholder Meeting

(X) Disseminated to only interested groups

→ Means of disclosure? () Internet () Hard copies

() Other → Meeting and presentations.

() Not disclosed.

* Are comments invited and received?

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

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

() Not received.

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

(X) Not held

(4) Establishment of Automobile Safety Laws/Regulations

* Name of jurisdictive government office/department:

Ministerio de Transportes, Subsecretaria de Transportes

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

Vehicle Control and certification Center (3CV) : 7 engineers

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

Engineer capacitated in seminars and international laboratories.

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

() Internet () Hard copies

(X) Other → Official Daily of Chile and letter invitation to the interested.

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

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

() Always Evaluated.

(X) Evaluated only in case of necessity

() Not evaluated.

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

Proposal and regulations
?
Reception commentaries
?
Regulations Establishment (law, decree, Office, resolutions)
?
Official Daily
?
Regulations Implementation
?
Vehicle certification

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

According to Code Federal Regulations(C.F.R) part 86 of the United States Environmental Protection Agency

Light Duty Vehicles: Gross weight less than 2700kg

- passenger
- commercial

Light Duty Trucks

- Type 1: Gross weight more than 2700kg less than 3860kg (Curb weight less than 1700kg)
- Type 2: Gross weight more than 2700kg less than 3860kg (Curb weight more than 1700kg)

Heavy Duty Engines: Gross weight more than 3860kg (bus and truck)

[Environmental Regulation System]

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

* Name of law (basic law):

Code Federal Regulation CFR-40 part 86.
United States Environmental Protection Agency (USEPA)
EPA 91 standards to light duty vehicles and EPA 87 standards to light duty trucks

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

- Type Approval System Vehicle Registration System
 Vehicle Inspection System Vehicle Categories
 Vehicle/Parts Technical Requirements other→

* Name of technical regulation:

To light duty vehicles and light duty trucks EPA (CFR 40 part 86)

To heavy duty engines Comunidad Economica Europea, Directiva 88/77/CEE, 91/42/CEE and EPA 94

* Structure of technical regulations

Do technical regulations cover the following provisions systematically?

Vehicle category Definition Technical requirements
 Test procedures Testing equipment

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

Yes No

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

Completely harmonized with ECE Regulations.

Examples of applicable regulation items →

Basically harmonized with ECE Regulations, partly containing unique requirements.

Examples of applicable regulation items → Only applicable heavy duty engines.

ECE Regulations adopted on an optional basis.

Examples of applicable regulation items →

Not harmonized with ECE Regulations.

Examples of applicable regulation items → Harmonized with U.S. EPA

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

→ To heavy duty engines Comunidad Economica Europea, Directiva 88/77/CEE and 91/42/CEE (Bus and Truck)

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

Directivas 88/77/CEE and 91/42/CEE

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

* Name of jurisdictional government office/department:

Vehicle Control and Certification Center (3CV), Ministerio de Transporte

* No. staff members for law/regulation formulation:

Vehicle Control and Certification Center (3CV) and Norms Department

* Expertise/qualification required of law/regulation formulation staff (Also indicate the existing training system, if any): International and national capacitated engineer.

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

(1) Assessment of Current Situations

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

* Name of organization/department:

Comision Naciocal del Mediambiente (CONAMA)

* No. of assigned staff members:

* Jurisdictional government office:

(2) Deciding of Law/Regulation Formulation Policy

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

Internet Private research company

Participation in international conferences

Names of conferences:

Other (specify) → Visit to international Laboratories: EPA, NTO, CETESB

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

Yes → Name of advisory body: Vehicle Standards Advisory Committee

→ Type of advisory body: Public research institute

Government-supported organization

Private research institute

Other → industry and consumer groups

No

(3) Formulation of Drafts and Receipt of Comments

* Name of organization/department which formulates drafts:

Vehicle Control and Certification Center (3CV). Ministerio de Transportes

* The number of staff involved in making draft:

Vehicle Control and Certification Center (3CV): 4 engineers

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): International and national capacited engineer.

* Are drafts disclosed to the public? Please check.

Disclosed. → Means of disclosure?

Internet Hard copies

Other → Official Daily of Chile

Not disclosed.

* Are comments invited and received?

Received. → How many cycles of comment receiving?

1 time 2 times 3 times or more

Not received.

* Are Public hearings held? Held every time Held occasionally

Not held

(4) Establishment of Automotive Environment Laws/Regulations

* Name of jurisdictional government office/department:

Ministerio de Transportes, Subsecretaria de Transportes

* The number of staff for law regulation formulation:

* Expertise/qualification required for drafts formulation staff (Also indicate the existing training system, if any): International and national capacitated engineer

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

Internet Hard copies Other → Official Daily of Chile

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

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

Always Evaluated.

Evaluated only in case of necessity

Not evaluated.

II. IMPROVEMENT OF THE CERTIFICATION SYSTEM

[Certification System]

1. The jurisdictional government office/department for certification?

Vehicle Control and Certification Center (3CV). Ministerio de Transportes

2. Type of your certification system?

Government Certification

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

Use of third-party testing facilities

Accept manufacturers' test report

Self-certification

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

Vehicle type certification (whole vehicle certification) → WVTA NTA

Parts/component certification

→ Horn Mirror Electromagnetic wave interference

Theft prevention Reflex reflector Lamps Seat belt

Wiper/washer Headrest Glass Tire Trailer hitch

Speed limiter Child restraint system Headlamp cleaner

Other →

System certification

→ Noise Exhaust emission Rear under-run protection

Number plate Steering system Door latch/hinge Horn

Mirror Brake Electromagnetic wave interference

Diesel smoke Interior projection Theft prevention

Steering impact protection Seat/Seat anchorage Protrusion

Speedometer Nameplate Seat belt anchorage

Installation of signaling/lighting devices Towing hook

Seat belt Direct visual field Symbol

Defroster/demister Wiper/washer Heater

Wheel guard Headrest Fuel consumption

Engine power Heavy-duty diesel emission Side guard

Glass Weight/dimensions Tire Trailer hitch

Flame retard of interior materials Speed limiter

Frontal collision Side collision Rear-end collision

Rollover Bumper

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

Yes

No

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

* Name of law:

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

- Virtually harmonized with ECE Regulations.
- Not harmonized with ECE Regulations, but a mutual recognition scheme in force.
- Not harmonized with ECE Regulations, nor a mutual recognition scheme exists.

[Certification Procedure]

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

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

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

- Required
- Not required

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

- ECE approval certificate
- WVTA approval certificate
- Table of specifications
- Owner's manual
- Other → Emission: USA (EPA)
Safety: Europa: Type Approval USA CFR49-571, Japonesa SRRV
Korea: KMVSS, Brasil: CONTRAN

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

45 days for the date of homologation solicitude.

10. How much is the approval fee?

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

- N/A
- Witnessed
- Not witnessed : Free participation

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

Vehicle Homologation and Certification
(Light Duty Vehicles and Light Duty Trucks)

Availability Notify of Representative Vehicle
?
The importer present the documents to 3CV
?
Documents review
?
Emission Homologation + Constructive Norms Homologation
?
Result Communications
?
Homologation Certificate
?
Emission of the Certificado de Homologacion Individual (CHI)

Heavy Duty Certification (Bus and Truck)

In International Laboratories heavy duty engine certification
?
Vehicle and engine certification 3CV
?
The imported is authorized to emit
Certificado de Vehiculo de Motor Individual (CVMI)

[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

(X) Exists

→ Name: Vehicle Control and Certification Center (3CV)

→ Type: (X) Government () Semi-governmental () Private

→ No. of staff members: (25 persons)

→ Method of staff training: EPA, IDIADA, TNO

→ Activities of testing laboratory: (X) Specialized in certification testing
() Performs both certification tests and R&D

→ Construction cost of certification facilities: (US\$ 3500 USA)

- Regulation for management of certification facilities: Name of regulation?
CFR 40 parte 86, Decretos Supremos 211/91
- Cross-checking of certification facilities:
 Not cross-checked
 Cross-checked → Non-periodic
 Periodic → (every years)
- Approval of testing laboratory - Overseeing government office/department:
No
- Conditions required to approve testing laboratory:
- Of the ECE certification, which certification tests are serviceable at your testing laboratory?
Parts/component certification
 - Horn Mirror Electromagnetic wave interference
 - Theft prevention Reflex reflector Lamps
 - Seat belt Wiper/washer Headrest Glass Tire
 - Trailer hitch Speed limiter Child restraint system
 - Headlamp cleaner Other →

System certification

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

14. Number of examined cases?

- No. of examined items (2, safety and emission items/year)
- No. of examined types (light duty vehicle and light duty trucks types/year)
- No. of examined vehicles (165 units/year)

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

- No
- Yes → Name of laboratory:

[Certification Examiners and Staff]

- 16. What qualifications are required to become a certification examiner of the government?** Mechanical engine
- 17. No. of certification examiners:** (3 persons)
- 18. What qualifications are required to become a certification expert of a testing laboratory?** Mechanical engine
- 19. No. of certification experts of testing lab:** (5 persons)

III. COMPLIANCE CHECK SYSTEM FOR MASS-PRODUCED VEHICLES

[Conformity of Production (COP)]

1. **Does your country perform COP auditing?**
 Performs
 We do a conformity to the vehicles only before the trade because Chile do not have car manufacturers.
 Not perform
2. **What law provides the basis for COP?**
* Name of law:
 Ministerio de Transportes Decreto Supremo 165/96 y Decreto Supremo 38/99

* Profile of law: Conformable in Norms Europea
3. **What is the government office/department responsible for COP?**
 Conformity to develop Vehicle Control and Certification Center (3CV)
4. **What organization performs COP auditing?**
* Name of organization:
 Conformity to develop Vehicle Control and Certification Center (3CV)

* Type of organization: Governmental Third-party organization
 Other →
5. **Budget of COP auditing organization:** (\$ /year)
6. **No. of auditors:** (4 persons) (Conformity Area)
7. **Is there a COP regulation for mass-produced vehicles in your country?**
 Yes → COP auditing for mass-produced vehicles:
 Performed by governmental organization
 Commissioned to third-party organization :
 No
8. **What are the COP check items concerning the quality of parts and the quality of vehicles?**
 The COP check items are the same as the certification test items.
 The COP check items are fewer than the certification test items.
 The COP check items are the same as ECE (83).
9. **Are the following aspects checked in your COP auditing?** N/A
 Quality control system of the plant
 Compliance checking system of the plant for mass-produced vehicles
 Design changes after certification approval
 Other → Performs. We do a conformity to the vehicles only before the trade because we do not have cars manufacturers.
10. **What is the consequence of failing to pass COP auditing? Are there penalties?**
* Consequence:

- * Penalty: () Not existing
(X) Existing

→ Selling suspension the trade and pay of penalty Environment.

[In-use Vehicle Inspection / Other]

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

- () Not exist
(X) Exists

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

Ministerio de Transportes. Norms and Control Department

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

* Name of organization: Plantas de Revision técnicas (PRT)

* Type of organization: () Governmental () Semi-government
(X) Private

* In case of a private organization, government authorization necessary?
(X) Necessary () Not necessary

4. Please check all the inspection items performed in your country?

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

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

- (1) Acquisition of type approval
() Passing of new-vehicle inspection
(2) Subscription to automotive insurance
() Payment of automobile-related taxes
(3) Information of vehicle specifications (data on weight, fuel consumption, etc.)
() Other →

Specific Guidelines for China

1.Guidelines for Technical Regulations

Attachment (10)

Items	Sub-items	China	Guidelines	
Safety Law/Regulation system	1. Name of laws/regulations	Basic law :No (Standardization Law, Product Quality Law ?) Technical regulations: Automotive Mandatory standards, GB standards, Chinese Motor Vehicle Design Rules (CMVDR)	<p>(1)Adoption of internationally harmonized regulations. *Adoption global technical regulations or internationally harmonized regulations such as ECE Regulations. (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.)</p> <p>* Regulations on a subject directly reference the global technical regulations stipulated under the framework of 1998 Agreement firstly. Where there are no global regulations, adoption of the rather internationally harmonized ECE Regulation is considered.</p> <p>* Where necessary, the internationally harmonized regulation is made available in the local language.</p> <p>* Only in the case of 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.</p> <p>* When it is impossible to replace the existing local regulations, global technical regulations or other regulations with higher level in safety, environmental and energy saving can be adopted as alternative regulations.</p>	
	2. List of technical regulations	GB: (see attached paper 1) CMVDR: 7 (see attaches paper 2)		
	3. Contents of laws/regulations	Technical regulations: Vehicle category, Definition, Technical requirements, Test procedures, Testing equipment		
	4. Structure of laws/regulations	?		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	same Technical requirements applied to both domestic & import vehicles		
	6. The number of adopted ECE regulations	ECER13/06(GB12676-1998), ECE27(CMVDR127), ECER94/00(CMVDR294), and others total 36ECE Regulations.		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		replacement
		Language		Chinese
Adopt the latest versions		all depend upon requirement		
8. Jurisdictional government office/ departments	SAMI(State Administration of Machinery Industry), MPS(Ministry of Public Security), CSBTS(State Bureau of Quality and Technical Supervision)			
Environmental Law/Regulation system	1. Name of law/regulations	Basic law: Act of Air Pollution Preventio & abatement(ratified by Chinese Peoples' Congress), Noise control Act ,Standardisation Law Technical regulations: The Mandatory Standards such as GB14761, Chinese Motor Vehicle Design Rule(CMVDR)	<p>(2)Application of regulations are fair. * There is no difference on technical requirements between domestically produced vehicles and imported vehicles. * There is no difference in technical requirements between vehicle production and vehicle registration.</p> <p>(3)Regulations are systematic and easy to understand. * The sole regulation is covers application date, scope, definition, technical requirements, etc. * Upper/lower conception of law/regulations 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 request, whereas standards are voluntary.</p>	
	2. List of technical regulations	GB: (see attached paper 1) CMVDR: (see attached paper 2)		
	3. Contents of laws/regulations	Basic laws: ? Technical regulations: definition, technical requiremennts, test procedures, test equipmennt		
	4. Structure of laws/regulations	?		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	same Technical requirements applied to both domestic & import vehicles		
	6. The number of ECE Regulations adopted	4 items (ECE 83/02, 49/02, 24/03,)		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		replacement
		Language		Chinese
Adopt the latest versions		not up dated		
8. Jurisdictional government office/ departments	SEPA(State Environmental Protection Agency) SAMI(China State Administration of Machinery Industry)			

Specific Guidelines for China

1.Guidelines for Technical Regulations

Attachment (10)

Items	Sub-items	China	Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process	see attached paper 3,4,5	Fow of law/regulations making process is clear.	
	2. Assessment of the current situation	?		
	1) Investigation and analysis of traffic accidents; Name of organization	Local public seculity & traffic administration department (under MPS) Traffic Administration Bureau, Ministry of Public Seculity	China shall continuously monitor its own road safety and atmoipheric situation. Use road safety and air quality data in the process adopting internationally harmonized technical regulations.	
	2) Execution of ambient air monitoring; Name of organization	Local enviromental protection agenncies (subordinate to SEPA) China State Enviroment Protection Agency (SEPA)		
	3) Understanding of international movements (participation in international conferences/Use of research companies)	Participation in international conferences such as WP29, APEC/TPT, ISO (Multilateral & Bilateral technical interchange with foreign goverments,auto industry)	Regularly participate in WP29 and only selected GR subcommittees. Share the information obtained with relevant Government departments and industries.	
	3. Formulate policy on rule-making			
	Policy formulation body	Governmental body	State Bureau of Machinary Industry, China state Administration of Machinary Industry	Rule-making policy I through a consulting process with scholar and men of experience, users and industries.
		Advisory body	Chinese National Technical Committee of Auto Standardization, CWP29&CGR's	
		Consulting Institution	CATRC(China Automotive Technology & Research Center	
	4. Make technical regulations drafts and solicit comments			In making drafts of technical regulations the follwing aspects are allowed for
	1) Testing and research	N/A		* The defined government office responsible for vehicle administration makes regulations drafts (or in cooperation with other related office/organizations).
	2) Government office to make regulations drafts	Advisaly body propose draft to Government office (NTCAS)		* Make good use of information or utilize research institutes in other countries if it is difficult to set up research institutes or laboratories in China.
	3) The number of staff involved in draft making	N/A		* Secure appropriate number of competent staff.
	4) Expertise/qualifications required for draft-making staff	Automotive Engineers/Experts		* Always secure competent staff who have enough experties and ready to be engaged in rule-making.
	5) Solicitation of comments	Draft is disclosed to the public by Internet & Hard copies.		* Establish transparent process of releasing regulation drafts (including lead time) to the pablic and collecting comments.
	6) Public hearing	No		
	5. Establishment of regulations			In finalizing technical regulations the following aspects are allowed for.
	1) Government office to finalize and issue regulations	Safety: SAMI Environment: SEPA, CSBTS, SAMI		* The defined government authority responsible for vehicle administration makes regulation drafts (or in cooperation with other related offices/organizations)
	2) The number of staff involved in finalizing regulations	Safety: N/A Environment: N/A		* Secure appropriate number of competent staff.
	3) Expertise/qualifications required for final-rulemaking staff	Safety: N/A Environment: N/A		* Always secure competent staff who have enough experties and ready to be engaged in rule-making.
4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Safety: Internet and Hard copies Environemnt: Hard copies		* Announce the final regulations through tge official media such as the oficial gazette.	
6.Evaluation of effects of new regulations				
1) Existence or lack of system for evaluating effects of new regulations	Safety: Evaluated only in case of necessity Environment: Always Evaluated		It is desirable to review the effects of new regulations regularly by professional institutes.	
2) Outline of the existing system	Safety: N/A Environment: N/A			

Specific Guidelines for Hong Kong

1.Guidelines for Technical Regulations

Attachment (11)

Items	Sub-items	Hong Kong	Guidelines	
Safety Law/Regulation system	1. Name of laws/regulations	Law: Road Traffic Ordinance Technical Regulation: Road Traffic (Construction and Maintenance of Vehicles) Regulations and Road Traffic (Safety Equipment) Regulations	(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 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 possible to replace the existing local regulations, CEE Regulations or global technical regulations can be adopted as alternative regulations.	
	2. List of technical regulations			
	3. Contents of laws/regulations	Law: Vehicle registration system, vehicle inspection system, vehicle categories, vehicle/parts technical requirements Technical Regulation: vehicle category, definition, technical requirements		
	4. Structure of laws/regulations			
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference		
	6. The number of adopted ECE regulations	3		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Transport Bureau (TB) and Transport Department (TD)			
Environmental Law/Regulation system	1. Name of law/regulations	Law: Air Pollution Control Ordinance and Noise Control Ordinance Technical Regulation: Air Pollution (Vehicle Design Standards) (Emission) Regulations, Noise Control (Motor Vehicle) Regulations	(2)Application of regulations is fair. * There is no difference in technical requirements between domestically produced vehicles and imported vehicles. * There is no difference in technical requirements between vehicle production and vehicle registration. (3)Regulations are systematic and easy to understand * The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc. * Upper/lower conception of law/regulations is clear. (4)Regulations have performance-based technical requirements which enable objective judgements on pass or fail. * Technical requirements are quantitative, and tests are repeatable. (5)Distinguish law/regulations are standards clearly. * Law/regulations are made compulsory by social requests, whereas standards are voluntary.	
	2. List of technical regulations			
	3. Contents of laws/regulations	Law: Type approval system, standards Technical Regulation: vehicle category, definition, technical requirements, test procedures, testing equipment		
	4. Structure of laws/regulations			
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference		
	6. The number of ECE Regulations adopted			
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Environmental Protection Department			

Specific Guidelines for Hong Kong

1. Guidelines for Technical Regulations

Attachment (11)

Items	Sub-items	Hong Kong	Guideline	
Flow of Rule-making	1. Flow chart of laws/regulations making process		Flow of law/regulations making process is clear.	
	2. Assessment of the current situation		Economies countinuously monitor their own road safety and atmospheric situation. Use road safety amd quality data in the process of adopting internationally harmonized technical regulations.	
	1) Investigation and analysis of traffic accidents; Name of organization	Safety: Police department (collect data), Transport Department (analysis data) Environment: Environmental Protection Department		
	2) Execution of ambient air monitoring; Name of organization			
	3) Understanding of international movements (participation in international conferences/Use of research companies)	Safety: Internet, Use of Private research Company, Participate in International Conferences such as 1)APEC 2)JASIC G/I Meeting. Environment: Internet, Partocopate in International Conferences suh as 1)APEC 2)JASIC G/I Meeting.	Regularly participate in WP29 and only selected important GR subcommittes. Share the information obtained with relevant government departments and industries.	
	3. Formulate policy on rule-making		Rulemaking policy is formulated through a consulting process with scholars and men of experience, users and industries.	
	Policy formulation body	Governmental body		
		Advisory body		Safety: Public Research Institute, Government-supported organization, Private Research Institute
		Consulting Institution		
	4. Make technical regulations drafts and solicit comments		In making drafts of technical regulations the following aspects are allowed for.	
	1) Testing and research		Make good use of information or utilize research institutes in other countries if it is dufficult to set up research institutes or laboratories in Thailand.	
	2) Government office to make regulations drafts	Safety: Transport Bureau and Transport Department Environment: Environmental Protection Department	The defined government office responsible for vehicle administration makes regulations drafts (or incooperation with other related offices/organizations).	
	3) The number of staff involved in draft making	Safety: 2-4 persons Environment: 2-3 persons	Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	Safety: Engineer & law draughtsman all trained according to their own descipline requirement and received professional assessment by their own descipline. Environment: Proffessional staff with university degree.	Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	Safety: Comments are collected but it depends on the case iteself. Environment: Comments are collected but it depends on the case itself.	Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	Safety: Public hearings depend on the case itself. Environment: Public hearings depend on the case itself.		
	5. Establishment of regulations		In finalizing technical regulations the following aspects are allowed for.	
	1) Government office to finalize and issue regulations	Safety: Transport Department Environment: Environmental Protection Department	The defined government office responsible for vehicle administration finalize regulations (or incooperation with other related offices/organizations).	
	2) The number of staff involved in finalizing regulations	Safety: Not fixed Environment: 2-3 persons	Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Safety: Engineer & law draughtsman all trained according to their own descipline requirement and received professional assessment by their own descipline. Environment: Proffessional staff with university degree.	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.)	Safety: bill, gazette notices, newspaper Environment: hard copies, official gazette	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.		

Specific Guidelines for Hong Kong

1.Guidelines for Technical Regulations

	1) Existence or lack of system for evaluating effects of new regulations	Safety: Yes, evaluated only in case of necessity Environment: Yes, always evaluated	
	2) Outline of the existing system		

Specific Guidelines for Indonesia

1.Guidelines for Technical Regulations

Items	Sub-items	Indonesia	Specific Guidelines	
Safety Law/Regulation system	1. Name of laws/regulations	Law: Road Traffic & Transport Act No.14 (1992) Technical Regulations: Government Regulation No.44 (1993)	<p>(1) Adoption of Internationally harmonized regulations * Adopting internationally harmonized regulations such as ECE regulations or global technical regulations, etc. (Vehicle categories should be also harmonized based on ECE categories.) (If it is difficult to adopt ECE regulations or global technical regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements could be exempted) * Regulations on a subject directly reference an internationally harmonized regulation.</p> <p>* Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when Regulations are adopted as domestic regulations. * Where necessary, the internationally harmonized regulation is made available in the local language.</p> <p>* Only in the case of there being no internationally harmonized technical regulation to address the identified need, a unique local regulation is to be considered. Any unique local regulation is clearly identified and transparent. It is highly recommended that the said unique local regulations are discussed at WP29 to become harmonized international regulations.</p> <p>(2) Application of regulations is fair n There is no difference in technical requirements between domestically produced vehicles and imported vehicles. n There is no difference in technical requirements between vehicle production and vehicle registration.</p> <p>(3) Regulations are systematic and easy to understand. * The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc. * Upper/lower conception of law/regulation is clear.</p> <p>(4) Regulations have performance-based technical requirements which enabled objective judgments on pass or fail. * Technical requirements are quantitative, and tests are repeatable.</p> <p>(5) Distinguish law/regulations and standards clearly. Law/regulations are made compulsory by social request, whereas standards are voluntary.</p> <p>(6) When new exhaust emission regulations are introduced, keep in mind the importance of fuel characteristics, it should be based on World-Wide Fuel Charter(WWFC)</p>	
	2. List of technical regulations	See ***** (Consist of Road-Worthiness, Environment, Dimensions)		
	3. Contents of laws/regulations	Act: Type Approval System, Vehicle Registration System, Vehicle Inspection System, Vehicle Categories Technical Regulations: Vehicle Categories, Definition, Technical Procedures, Technical Requirements		
	4. Structure of laws/regulations	Act, Regulation, Technical Regulation		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference in general, but definition is different due to different ministry controlling.		
	6. The number of adopted ECE regulations	Seat-belt (only one regulation as of today)		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		Adopt ECE Regulations on optional basis
		Language		Both in Indonesian and in English
Adopt the latest versions		Introduce step by step through communication with industries		
8. Jurisdictional government office/departments	Directorate General of Land Transport, Ministry of Communications			
Environmental Law/Regulation system	1. Name of law/regulations	Law: Environment Management Law No.23 (1997) Technical Regulations: Government Regulation No.41 (1999) Ambient for Mobile Sources Emission Standard	<p>(3) Regulations are systematic and easy to understand. * The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc. * Upper/lower conception of law/regulation is clear.</p> <p>(4) Regulations have performance-based technical requirements which enabled objective judgments on pass or fail. * Technical requirements are quantitative, and tests are repeatable.</p> <p>(5) Distinguish law/regulations and standards clearly. Law/regulations are made compulsory by social request, whereas standards are voluntary.</p> <p>(6) When new exhaust emission regulations are introduced, keep in mind the importance of fuel characteristics, it should be based on World-Wide Fuel Charter(WWFC)</p>	
	2. List of technical regulations	See *****		
	3. Contents of laws/regulations	Laws: Type Approval System Technical Regulations: Vehicle Categories, Test Procedures		
	4. Structure of laws/regulations	The same as in case of Safety Regulation		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference.		
	6. The number of ECE Regulations adopted	Plan to adopt ECE R15-04, ECE R49-01 and ECE R24-03		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		Replacement
		Language		Both in Indonesian and in English
Adopt the latest versions		Introduce step by step through communication with industries		
8. Jurisdictional government office/departments	State Ministry of Environment (BAPEDAL) Testing and certification issues is conducted by the Directorate Testing Center of Land Transport (DGLT).			

Specific Guidelines for Indonesia

1.Guidelines for Technical Regulations

Items	Sub-items	Indonesia	Specific Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process	See *****	Flow of law regulations making process is clear.	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents; Name of organization	Directorate of Traffic Police of the Republic of Indonesia	Economies continuously monitor their own road safety and atmospheric situation, and use road safety and air quality data in the process of adopting internationally harmonized technical regulations.	
	2) Execution of ambient air monitoring; Name of organization	Local Environmental Impact Management Agency (BAPEDAL/DA)		
	3) Understanding of international movements (participation in international conferences/Use of research companies)	Participate in International Conferences such as 1) Road Transport Laws, Rule and Regulations, 2) ASEAN Working Group Meeting, 3) APEC Road Transport Harmonization Project, 4) JASIC G/I Meeting, 5)APEC Automobile Dialog, 6)Blue Sky Project Seminar	In the future, regularly participate in WP29 and appropriate GR subcommittees. Share the information obtained with relevant government department, industries. The Permanent Committee planned to reestablish is appropriate body for this purpose.	
	3. Formulate policy on rule-making		Rulemaking policy is formulated through a consulting process with scholars and men of experience, users and industries. Permanent committee planed to reestablish is the most preferable discussion body.	
	Policy formulation body	Governmental body		Ministry of Communicate, Ministry of Environment
		Advisory body		Safety: Transport Resesarch and Development Board (Government supported organization) Environment: University, GAIKINDO, JASIC, JAMA
		Consulting Institution		Swiss contact Environment Management & Development of Indonesia (EMDI, Canada)
	4. Make technical regulations drafts and solicit comments		In making drafts of technical regulations the following aspects are allowed for. * Make good use of information or utilize research institutes in other countries if it is difficult to set up research institutes or laboratories in Indonesia. * The defined government office responsible for vehicle administration makes regulations drafts(or incooperation with other related offices/organizations) * Secure appropriate number of competent staff. * Always secure competent staff who have enough expertise and are ready to be engaged in rule-making. * Establish transparent process of releasing regulations drafts(including lead time) to the public and collecting comments.	
	1) Testing and research	Bandon Institute of Technology(ITB), BAPEDAL Surabaya Institute of Technology(ITS)		
	2) Government office to make regulations drafts	Safety: Law and Act Transport Bureau Environment: BAPEDAL & Minstry of Environment		
	3) The number of staff involved in draft making	Safety: 12 persons Environment: 8 persons		
	4) Expertise/qualifications required for draft-making staff	Degree in Law, Technical Experts, Engineers		
	5) Solicitation of comments	Safety: Comments are collected at least two times before finalization of draft Environment: Comments are collected with a cycle of three times or more.		
	6) Public hearing	Safety: Draft is brought to the people's Representative Council(DPR) for hearing and discussion prior to enactment Environment: Direct Communicate with NGO.		
	5. Establishment of regulations		In finalizing technical regulations the following aspects are allowed for. * The defined government office responsible for vehicle administration finalize regulations(or incorporation with other related offices/organizations) * Secure appropriate number of competent staff. * Always secure competent staff who have enough expertise and are ready to be engaged in rule-making. * Announce the final regulations through the official media such as the official gazette.	
	1) Government office to finalize and issue regulations	Safety: Directorate of Transport of Ministry of Communication Environment: BAPEDAL & Ministry of Environment Legal Affairs of Organization Bureau.		
	2) The number of staff involved in finalizing regulations	Safety: 6 persons Environment: 8 persons		
	3) Expertise/qualifications required for final-rulemaking staff	Safety: Bachelor of Law Environment: Technical Experts, Environmental Engineers, Environmental Legal Specialist		
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Make Homepage om the future. Now provide to 26 province office.		
	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	Yes, evaluate only in case of necessity.		
2) Outline of the existing system	Depending on the flow Chart, Obtain opinions from associations.			

Specific Guidelines for New Zealand

1.Guidelines for Technical Regulations

Attachment (13)

Items	Sub-items	New Zealand	Specific Guidelines	
Safety Law/Regulation system	1. Name of laws/regulations	Act: Land Transport Act 1998, Transport Act 1962 Technical Regulations: Traffic Regulations 1976, Transport (Vehicle Standards) Regulations 1990, Land Transport Rules	<p>(1) Adoption of internationally harmonized regulations</p> <p>* Adopt internationally harmonized regulations such as ECE Regulations or Global Technical Regulations, etc and harmonize vehicle categories.(If it is difficult to adopt ECE Regulations or Global Technical Regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements can be exempted.)</p> <p>* Regulations on a subject directly reference an internationally harmonized regulation.</p> <p>* Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when ECE Regulations are adopted as domestic regulations.</p> <p>*Where necessary, the internationally harmonized regulation is made available in the local language.</p> <p>* Only in the case of there being no internationally harmonized technical regulations to address the identified and transparent. It is highly recommended that the said unique local regulations are discussed at WP29 to become harmonized international regulations.</p> <p>* When it is impossible to replace the existing local regulations, ECE Regulations or Global Technical Regulations can be adopted as alternative regulations.</p>	
	2. List of technical regulations			
	3. Contents of laws/regulations	Act: Vehicle Registration System, Vehicle Inspection System, Vehicle Categories, Technical Requirements, Self Certificate Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test Procedures, Testing Equipments		
	4. Structure of laws/regulations			
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference.		
	6. The number of adopted ECE regulations	Thirty		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		adopt ECE Regulations on Optional Basis
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Ministry of Transport, Land Transport Safety Authority			
Environmental Law/Regulation system	1. Name of law/regulations	Technical Regulations: Traffic Regulations 1976	<p>(2)Application of regulations is fair.</p> <p>* There is no difference in technical requirements between domestically produced vehicles and imported vehicles.</p> <p>* There is no difference in technical requirements between vehicle production and vehicle registration.</p> <p>(3)Regulations are systematic.</p> <p>* The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc.</p> <p>* Upper/lower conception of law/regulations is clear.</p> <p>(4)Regulations have performance-based technical requirements which enable objective judgements on pass or fail.</p> <p>* Technical requirements are quantitative, and tests are repeatable.</p> <p>(5)Distinguish laws/regulations and standards clearly.</p> <p>* Laws/regulations are made compulsory by social requests, whereas standards are voluntary.</p>	
	2. List of technical regulations			
	3. Contents of laws/regulations	Laws: Vehicle Registration System, Vehicle Inspection System, Vehicle Categories, Vehicle/Parts Technical Requirements Technical Regulations: Vehicle Category, Definition, Technical Requirements, Testing Equipments		
	4. Structure of laws/regulations			
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference.		
	6. The number of ECE Regulations adopted	None		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Ministry of Transport, Land Transport Safety Authority			

Specific Guidelines for New Zealand

1.Guidelines for Technical Regulations

Attachment (13)

Items	Sub-items	New Zealand	Specific Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process		* Flow of Rule-making Process is clear.	
	2. Assessment of the current situation		* Continuously monitor road safety and atmospheric air quality situation. * Use road safety and air quality data in the process of adopting international harmonized technical regulations.	
	1) Investigation and analysis of traffic accidents; Name of organization	NZ Police, LTSA Operations		
	2) Execution of ambient air monitoring; Name of organization	Health, National Institute of Water and Atmospheric Research		
	3) Understanding of international movements (participation in international conferences/Use of research companies)	Participate in International Conferences, Internet, Liaison with overseas government agencies, Use of Private Research Company	* Regularly participate in WP29. Attend GR subcommittee meetings, when the need arises.	
	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		
		Advisory body		Vehicle Standards Advisory Committee (Industry and Consumer groups)
		Consulting Institution		
	4. Make technical regulations drafts and solicit comments		In making drafts of technical regulations, the following aspects should be allowed for.	
	1) Testing and research		* Make good use of information or utilize research institute or laboratories in other countries if it is difficult to set up research institute or laboratories in its own economy.	
	2) Government office to make regulations drafts	Safety: LTSA Rules Team Safer Vehicle Policy Section Environment: Ministry of Transport	* 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	Safety: 15 persons Environment: 15 persons	* Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	Legal, Engineering, Economics, Policy Analysis, Editorial	* Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	Comments are collected at least three times before finalization of draft.	* Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	Public hearing is held occasionally.		
	5. Establishment of regulations		* In finalizing technical regulations, the following aspects should be allowed for.	
	1) Government office to finalize and issue regulations	Ministry of Transport, Land Transport Safety Authority	* 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	Safety: 15 persons Environment: 15 persons	* Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Legal, Engineering, Economics, Policy Analysis, Editorial	* 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, Newspaper adds	* 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	Effects of new regulations are always evaluated.			
2) Outline of the existing system				

Specific Guidelines for Singapore

1. Guidelines for Technical Regulations

Attachment (14)

Items	Sub-items	Singapore	Specific Guidelines	
Safety Law/Regulation system	1. Name of laws/regulations	Act: Road Traffic Act Technical Regulations: Road Traffic (Motor Vehicles Construction and Use) Rules, Road Traffic (Motor Vehicle Lighting) Rules	<p>(1) Adoption of internationally harmonized regulations</p> <p>* Adopt internationally harmonized regulations such as ECE Regulations or Global Technical Regulations, etc and harmonize vehicle categories.</p> <p>(If it is difficult to adopt ECE Regulations or Global Technical Regulations as they are because of the differences in climate and/or vehicle-use conditions, part of the said requirements can be exempted.)</p> <p>* Regulations on a subject directly reference an internationally harmonized regulation.</p> <p>* Where an economy cannot regulate by direct reference, procedures described in the 1958 Agreement are used when ECE Regulations are adopted as domestic regulations.</p> <p>* Where necessary, the internationally harmonized regulation is made available in the local language.</p> <p>* 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.</p> <p>* 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.</p> <p>* There is no difference in technical requirements between domestically produced vehicles and imported vehicles.</p> <p>* There is no difference in technical requirements between vehicle production and vehicle registration.</p> <p>(3) Regulations are systematic</p> <p>* The sole regulation covers application date, scope, definition, technical requirements, testing equipment, etc.</p> <p>* Uper/lower conception of law/regulation is clear.</p> <p>(4) Regulations have performance-based technical requirements which enable objective judgements on pass or fail.</p> <p>* Technical requirements are quantitative, and tests are repeatable.</p> <p>(5) Distinguish laws/regulations and standards clearly.</p> <p>* Laws-regulations are made compulsory by social requests, whereas standards are voluntary.</p>	
	2. List of technical regulations	ECE 43, etc.		
	3. Contents of laws/regulations	Act: Type Approval System, Vehicle Registration System, Vehicle Inspection System, Vehicle Categories, Vehicle/Parts Technical Requirements Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test Procedures		
	4. Structure of laws/regulations	In general, "Road Traffic (Motor Vehicle, Construction and Use) Rules" does not have provisions for detailed technical requirements, nor does it quote international technical regulations. LTA issues a notification announcing the applicable international technical regulations, when the need arises.		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference.		
	6. The number of adopted ECE regulations			
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		Safety : adopt ECE Regulations on Optional Basis
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Ministry of Communications and Information Technology, Land Transport Authority			
Environmental Law/Regulation system	1. Name of law/regulations	Act: The Environmental Pollution Control Act Technical Regulations: Environmental Pollution Control (Vehicular Emissions) Regulations 1999		
	2. List of technical regulations			
	3. Contents of laws/regulations	Act: Type Approval System, Vehicle Registration System, Vehicle Inspection System, Vehicle Categories, Vehicle/Parts Technical Requirements Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test Procedures		
	4. Structure of laws/regulations			
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference.		
	6. The number of ECE Regulations adopted	Emission and Noise		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement	Optional Basis, as for emissions, only EC standards (Euro II) allowed starting January 2001	
		Language		
Adopt the latest versions				
8. Jurisdictional government office/departments	Ministry of the Environment			

Specific Guidelines for Singapore

1. Guidelines for Technical Regulations

Attachment (14)

Items	Sub-items	Singapore	Specific Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process	Attached Paper	* Flow of Rule-making Process is clear.	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents; Name of organization	Traffic Police Department	* Continuously monitor road safety and atmospheric air quality situation. * Use road safety and air quality data in the process of adopting international harmonized technical regulations.	
	2) Execution of ambient air monitoring; Name of organization	Ministry of the Environment		
	3) Understanding of international movements (participation in international conferences/ Use of research companies)	Participate in International Conferences (APEC), Internet, Liaison with overseas government agencies, Vehicle Manufacturers, Motor Traders, JASIC	* Regularly participate in WP29. Attend GR subcommittee meetings, when the need arises.	
	3. Formulate policy on rule-making			
	Policy formulation body	Governmental body		* Rule-making policy should be formulated through a consulting process. Establish a system to discuss with scholars and men of experience, users and industries.
		Advisory body		
		Consulting Institution		
	4. Make technical regulations drafts and solicit comments		In making drafts of technical regulations, the following aspects should be allowed for.	
	1) Testing and research		* Make good use of information or utilize research institute or laboratories in other countries if it is difficult to set up research institute or laboratories in its own economy.	
	2) Government office to make regulations drafts	Safety: Land Transport Authority Environment: Ministry of the Environment	* 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	Safety: 3 persons including legal staff Environment: 3 persons including legal staff	* Secure appropriate number of competent staff.	
	4) Expertise/qualifications required for draft-making staff	Degree	* Always secure competent staff who have enough expertise and are ready to be engaged in rule-making.	
	5) Solicitation of comments	Comments are collected at least three times before finalization of draft.	* Establish transparent process of releasing regulations drafts (including lead time) to the public and collecting comments.	
	6) Public hearing	Public hearing is not held.		
	5. Establishment of regulations		* In finalizing technical regulations, the following aspects should be allowed for.	
	1) Government office to finalize and issue regulations	Safety: Land Transport Authority Environment: Ministry of the 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	Safety: 3 persons Environment: 3 persons	* Secure appropriate number of competent staff.	
	3) Expertise/qualifications required for final-rulemaking staff	Degree	* 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, Newspaper	* 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	Effects of new regulations are always evaluated.			
2) Outline of the existing system				

Specific Guidelines for Chinese Taipei

1.Guidelines for Technical Regulations

Attachment (15)

Items	Sub-items	Chinese Taipei	Specific Guidelines	
Safety Law/Regulation System	1. Name of laws/regulations	Act: Road Act (for Parts Product - Consumer Protection Act, Commodity Inspection Act)	<p>(1) Adoption of Internationally Harmonized Regulations</p> <p>Although the environmental requirements have established, the safety items are intended to be introduced now. Therefore, adopting the internationally harmonized regulations such as ECE Regulations or Global Technical Regulations is desirable.</p> <p>(2) Adoption of Internationally Harmonized Definitions</p> <p>Vehicle Categories and Definitions on Weight and Dimensions are under the studying at the special group under GRSP in WP29, and it is desirable to adopt its results. JASIC will keep information with related sections.</p> <p>(3) Performance Requirements should be clearly separated from the quality control on Parts Certification System</p>	
	2. List of technical regulations	Road Traffic Safety Regulations, (for Parts Product - the Ordinance No. Chin(88) BSMI 88461556)		
	3. Contents of laws/regulations	Act: Type Approval System, Vehicle Registration System, Vehicle Inspection System, Vehicle Categories, Vehicle/Parts Technical Requirements Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test Procedures, Testing Equipment		
	4. Structure of laws/regulations	Under the ACT, technical regulation or Ordinance provide the detailed requirements.		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference.		
	6. The number of adopted ECE regulations	None		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement		on optional basis
		Language		Chinese/English
Adopt the latest versions		Yes		
8. Jurisdictional government office/departments	Ministry of Transportation and Communications, Bureau of Standards, Metrology and Inspection, Ministry of Economic Affairs			
Environmental Law/Regulation System	1. Name of law/regulations	Air Pollution Control Act, Air Quality Standard	<p>Parts performance requirements related on vehicle safety should be clearly defined.</p> <p>The mirror, for instance, should have enough visibility for a driver because of safety reasons, and then, the several requirements should be regulated. The products quality should be regulated by the other standards, and controlled by the productivity requirements.</p> <p>(4) Good Communication among related sections</p> <p>There are several sections to issue the certificates relating to Vehicle safety and environmental items. The periodical communication is requested to resolve well the vehicle related problems.</p>	
	2. List of technical regulations	Exhaust Emission Standards for Transporters, Measures for Motor Vehicles Noise, Regulation on Fuel Economy Standard and Inspection		
	3. Contents of laws/regulations	Act: Type Approval System, Vehicle Registration System, Vehicle Inspection System, Vehicle Categories Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test Procedures, Testing Equipment		
	4. Structure of laws/regulations	Under the ACT and the Regulation, technical regulation provide the detailed requirements.		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference.		
	6. The number of ECE Regulations adopted	Emissions for motorcycle and Noise		
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement		on optional basis
		Language		Chinese/English
Adopt the latest versions		Yes		
8. Jurisdictional government office/departments	Environmental Protection Administration for Emissions and Noise, Energy Commission, Ministry of Economic Affairs			

Specific Guidelines for Chinese Taipei

1.Guidelines for Technical Regulations

Attachment (15)

Items	Sub-items	Chinese Taipei	Specific Guidelines	
Flow of Rule-making	1. Flow chart of laws/regulations making process	[Information, Suggestion, Research] - [Investigation, Evaluation] - [Draft of Regulation] - [Formal Discussion with related Organizations and Departments] - [Regulation Panel in MOTC or EPA] - [Announcement]	<p>(1) Establishment of the Authorized Advisory Body over the sections It is desirable to establish an authorized governmental advisory body, such as the central committee, for the top management on vehicle safety and environmental issues, in which the consumers, academy, mass-media and industry should be members.</p> <p>Since several sections have their own requests for improving the circumstance of vehicle related society, the managing of their policies may be difficult.</p> <p>The views over each section should be needed to improve whole vehicle industries, too.</p> <p>(2) Transparency of vehicle related Regulation Establishment The public comment should be required for obtaining the social acceptance from the making plan of vehicle related regulations.</p> <p>The social problems, government efforts, industry's abilities and efforts would be open to the public and the government may obtain the public</p> <p>(3) Searching the Information Worldwide The information of other countries could be useful for making policies, and the technical information issued by the research institute or laboratories in other countries would be beneficial for regulation establishment, too.</p>	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents; Name of organization	Traffic Accident Investigation Committee		
	2) Execution of ambient air monitoring; Name of organization	Environmental Protection Administration		
	3) Understanding of international movements (participation in international conferences/Use of research companies)	participate APEC Conferences, use Private Research Company, Internet Means, etc.		
	3. Formulate policy on rule-making			
	Policy formulation body	Governmental body		Safety: Ministry of Transportation and Communications, Environment: Environmental Protection Administration, Fuel Consumption: Energy Commission, Ministry of Economic Affairs, Parts: Bureau of Standards, Metrology and Inspection, Ministry of Economic Affairs
		Advisory body		Automotive Research & Testing Center (ARTC), Industrial Technology Research Institute (ITRI), (Mechanical Industry Research Laboratory(MIRL) Taiwan Rubber Industry Research & Testing Center (TRIRTC))
		Consulting Institution		ARTC, ITRI, (MIRL,TRIRTC)
	4. Make technical regulations drafts and solicit comments			
	1) Testing and research	ARTC, ITRI		
	2) Government office to make regulations drafts	Safety: Ministry of Transportation and Communications Environment: Environmental Protection Administration		
	3) The number of staff involved in draft making	Safety: 50 persons Environment: few persons		
	4) Expertise/qualifications required for draft-making staff	well knowledge (not specified)		
	5) Solicitation of comments	Comments are collected at least three times before finalization of draft.		
	6) Public hearing	Safety: not held Environment: held		
	5. Establishment of regulations			
	1) Government office to finalize and issue regulations	Safety: Ministry of Transportation and Communications, Environment: Environmental Protection Administration		
	2) The number of staff involved in finalizing regulations	Safety: 3 persons Environment: 3 persons		
	3) Expertise/qualifications required for final-rulemaking staff	not specified		
4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Internet, Hard copies, Newspaper			
6.Evaluation of effects of new regulations				
1) Existence or lack of system for evaluating effects of new regulations	Safety: in case of necessary Environment: always			

Specific Guidelines for Chinese Taipei

1.Guidelines for Technical Regulations

	2) Outline of the existing system	Safety: Traffic accident data Environment: Air quality monitoring
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Specific Guidelines for Vietnam

1.Guidelines for Technical Regulations

Attachment (16)

Items	Sub-items	Vietnam	Questions	
Safety Law/Regulation system	1. Name of laws/regulations	Basic law : Rules on Road-way Traffic Order and Inner City Traffic Safety Technical regulations: Vietnam Standard System (TCVN) Transport Sector Standard (22 TCN 224-95)	What are stipulated in the basic law? What is the relation between the basic law and the technical regulations (T/R)?	
	2. List of technical regulations		Do you have a list of T/R applied to motor vehicles?	
	3. Contents of laws/regulations	Basic law: Vehicle Registration System, Vehicle Inspection System, Vehicle categories Technical regulations: Vehicle category, Definition, Technical requirements, Test procedures, testing equipment	Do the T/R have the detail requirements about technical requirements and test procedure? Are the current T/R basically according to ISO? Are the T/R recently established according to ECE?	
	4. Structure of laws/regulations	?		
	5. Difference in technical requirements between domestically produced vehicles & imported vehicles	No difference	Can you describe more detailed what ECE regulations are currently adopted?	
	6. The number of adopted ECE regulations	(ECE13, 36, 52, etc.)		
	7. How to incorporate ECE Regulations into domestic law or regulations	Option/replacement	Adopted on an optional basis (basically harmonized with ECE regulations, partly containing unique requirements)	How do you decide what parts of ECE or ISO should be adopted and what unique requirements are needed?
		Language		Vietnamese? Finally translated to English?
Adopt the latest versions			Do you have law describing what governmental body has responsibility in rule making?	
8. Jurisdictional government office/departments	Ministry of Transport		How to implement new regulations and how to revise the current regulation?	
Environmental Law/Regulation system	1. Name of law/regulations	Basic law: Art 22 of Law on environmental protection regulates generally for environmental protection of transport means Technical regulations: Some Vietnam Standards	What are stipulated in the basic law? What is the relation between the basic law and the technical regulations (T/R)?	
	2. List of technical regulations		Do you have a list of T/R applied to motor vehicles?	
	3. Contents of laws/regulations	Basic laws: Vehicle Inspection System Technical Regulations: Vehicle Category, Definition, Technical Requirements, Test procedures, Testing Equipment	Do the T/R have the detail requirements about technical requirements and test procedure? Are the current T/R basically according to ISO? Are the T/R recently established according to ECE?	
	4. Structure of laws/ regulations	?		
	5. Difference in technical requirements between domestically produced vehicles and imported vehicles	No difference		
	6. The number of ECE Regulations adopted	Seven	Can you describe more detailed what ECE regulations are currently adopted?	
	7. How to incorporate ECE regulations into domestic law or regulations	Option/replacement	Basically harmonized with ECE Regulations, partly containing unique requirements	How do you decide what parts of ECE or ISO should be adopted and what unique requirements are needed?
		Language		Vietnamese? Finally translated to English?
Adopt the latest versions			How to implement new regulations and how to revise the current regulation?	
8. Jurisdictional government office/departments	Ministry of Science, Technology and Environment		How can VR input opinion in the environment regulations?	

Specific Guidelines for Vietnam

1.Guidelines for Technical Regulations

Attachment (16)

Items	Sub-items	Vietnam	Questions	
Flow of Rule-making	1. Flow chart of laws/regulations making process		Can you describe the detailed flow chart of law/regulation making process?	
	2. Assessment of the current situation			
	1) Investigation and analysis of traffic accidents; Name of organization	National safety traffic committee and road and rail way traffic police	Can you describe the detailed investigation and analysis procedure? What is the interval of the assessment? How many people are involved?	
	2) Execution of ambient air monitoring; Name of organization	Vietnam registers, State of Environment and Monitoring Division, National Environment Agency (NEA)		
	3) Understanding of international movements (participation in international conferences/ Use of research companies)	Participate in International Conferences, Harmonization of Road Transport Laws, Rules, Regulations in ASEAN	Who takes part in the conferences?	
	3. Formulate policy on rule-making		Can you describe more detailed what body decide law/regulation formulation policy? And how to decide?	
	Policy formulation body	Governmental body		yes
		Advisory body		yes
		Consulting Institution	yes	
	4. Make technical regulations drafts and solicit comments			
	1) Testing and research		Do you have testing or research laboratories of safety and environment?	
	2) Government office to make regulations drafts	Vietnam register, Quality Standard Center	What roles do VR, MOSTE and Quality Standard Center have in formulating draft documentation?	
	3) The number of staff involved in draft making	10 (Quality Standard Center)		
	4) Expertise/qualifications required for draft-making staff		What is the information for the left?	
	5) Solicitation of comments	Draft is disseminated only to interested groups 1 time before finalization (Safety). Draft is disclosed to the public by newspaper (Environment).	What is the reason to the difference between safety and environment?	
	6) Public hearing	No	How to decide the lead time for implementation of new or revised regulations?	
	5. Establishment of regulations			
	1) Government office to finalize and issue regulations	Ministry of Transport, Ministry of Science, Technology and Environment (environment issue)	MOT for Safety?	
	2) The number of staff involved in finalizing regulations		How many people are involved?	
	3) Expertise/qualifications required for final-rulemaking staff	University graduated specialized in automobile engineering and management (Working in different institutions)		
	4) Means of announcing new regulations (E-mail, Hard copies, etc.)	Hard copies Newspaper (Environment)		
	6.Evaluation of effects of new regulations	No (Safety) Evaluated (Environment)	No for safety?	
	1) Existence or lack of system for evaluating effects of new regulations		How to evaluate the effect of new regulations?	
2) Outline of the existing system				

1. Regulation

Action Plans for China

Item	Current Issues	1 st Step (2002)	2 nd Step (2002-2005)	3 rd Step (2005-2010)
Safety/ Environmental Regulation System	<p>At present, there are no basic laws for vehicle administration. In Chinese Air Pollution Prevention and Abatement Act, there are some sentences relating to vehicle emission control.</p> <p>According the provisions in Chinese Standardization ACT, China State Bureau of Quality & Technology Supervision (CSBQTS) classifies auto standards into auto mandatory standards and auto recommended standards. Now 47 mandatory standards for automobile and 12 mandatory standards for motorcycle have been published, within the scope of auto safety, environmental protection and energy saving. They are formulated with reference to the technical content of ECE regulations. Although Chinese auto mandatory standards are similar to internationally current auto technical regulations in technical contend, they have no administrative provisions and they are obviously different with international practice in the aspect of implementation.</p> <p>Original Chinese Ministry of Machinery Industry and current State Administration of Machinery Industry (SAMI) began to actively establish Chinese motor vehicle technical regulation system---CMVDR (Chinese Motor Vehicle Design Rules) in 1994. Up to now, 40 CMVDRs altogether have been published, among which 26 CMVDRs for automobile, 14 CMVDRs for motorcycle, within the scope of auto safety, environmental protection and energy saving. They are formulated with reference to the full content of ECE regulations. China State Administration of Machinery Industry implement Catalogue Administration for auto products on the basis of CMVDRs and auto mandatory standards.</p> <p>Other Ministries (Departments) of Chinese government are also involved in some aspects of vehicle administration. They can also formulate and implement some regulations or standards.</p>	<p>---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.</p> <p>---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...</p> <p>---Establish a complete technical regulation system in China.</p>	<p>---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>---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>---Make Chinese auto products administration law/regulation system more perfect.</p>

Flow of Rule-making	See attached Paper 1 and 2.			
Under-standing on International Movements	<p>At present, it is not enough in scope and depth on the issue of actively participating in international technical regulations and standards activities, as well as the information sharing among interesting parties.</p> <p>Now the main international technical regulations and standards activities which Chinese auto industry participates in mainly include: experts meetings of ECE/WP29, APEC/TPT meeting, and some of ISO/TC22 meetings. It is difficult for China to ensure a successive and overall participation in these activities by regular experts due to the problems on expenses and personnel.</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> <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. <p>----Sign « 1998 Global Agreement»</p>	<p>----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>----Begin to consider the implementation of bilateral or multilateral mutual recognition agreements on auto products,</p>

<p>Formulate policy on Rule-making and make technical regulations drafts</p>	<p>Formulate CMVDRs and auto mandatory standards according to the provisions in China Standardization Act and Chinese Industrial Policy on Motor Industry.</p>	<p>----Draft procedure rules for technical regulation formulation & revision. ----Make adjustment and enlargement to CWP29. ----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) ----With the publication of Global Technical Regulations, adopt these regulations into Chinese auto technical regulation system.</p>	<p>----With the further development of Chinese auto type approval system, adopt more Global technical regulations and ECE regulations</p>	
<p>Evaluation of Effects on New Regulations</p>	<p>At present, there is no complete evaluation system on new regulation implementation effects.</p>	<p>----Initially establish evaluation system on new regulation implementation effects.</p>	<p>----Improve evaluation system on new regulation implementation effects.</p>	<p>----Become capable of proposing revision opinions to Globally harmonized technical regulations</p>

2. Type Approval System

Item	Current Issues	1 st Step (2002)	2 nd Step (2002-2005)	3 rd Step (2005-2010)
Type Approval System/ Framework Law	At present, the type approval system for auto products has not been really established in China. The Catalogue Administration System is implemented for auto products in China.	----Make a reform on current contents of Catalogue Administration System. Initially establish auto type approval system (including complete vehicle, parts and system).	----Clearly define that the type approval system shall be implemented for auto products in the basic laws of auto products administration. ----Improve Chinese auto type approval system -----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.	----Establish a complete type approval system and corresponding law/regulation system.
Type Approval Process/ Operation	At present, the Catalogue Administration System is implemented for auto products in China, it's procedure is in Attached paper 3.	----Carry out type approval on complete vehicles, parts and systems according to international practice and procedure.	----Improve type approval procedure ----Empower a single government authority responsible for auto products type approval.	

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2002-2005)	3 rd Step (2005-2010)
Conformity of Production (COP)	Sampling inspection by CSBQTS and SAMI, product quality assessment and grading are used in Chinese auto products supervision and inspection. They are partly different with COP system in content.	Carry out COP administration for auto products.	Establish a complete COP system for auto products.	

1. Regulations

Action Plans for Hong Kong

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Safety/ Environmental Regulation System	<p>?Safety law: Road Traffic Ordinance Under Road Traffic Ordinance, there is regulation which prescribes vehicle structure, maintenance, and safety equipment. Vehicle registration, vehicle inspection, vehicle categories and technical requirements are prescribed. ?There are adopted 3 items which are based on ECE Regulations. ?There is no system for certification . ?Jurisdictional government office/department is TB(Transport Bureau) and TD(Transport Department).</p>	<p>?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.</p>	<p>?Finish maintenance of laws/regulations. ?Partly adopt ECE Regulations (according to the plan).</p>	<p>Adopt Global Technical Regulation or ECE Regulations.</p>
	<p>?Environmental law: Air Pollution Ordinance and Noise Control Ordinance These laws prescribe type approval system, vehicle categories, technical requirements, test methods and test lab, etc. ?Certification system exists. Manufacturers' test reports are approved for the present. ?Exhaust emission regulation, etc. are published by official gazette and adopted in short term. ?The present exhaust emission regulations are based on that of Japan, U.S.A. and Europe. ?Jurisdictional government office/department is EPD (Environment Protection Department).</p>	<p>Clarify rule-making process.</p>	<p>Adopt EC Directives</p>	<p>Adopt Global Technical Regulations or EC Directives.</p>
<p>Flow of Rule-making 1.Understanding on International Movements</p>	<p>?Information is collected by internet and using research companies. ?Participation in international conference is APEC and JASIC G/I Meeting.</p>	<p>Participate in WP29 as an observer</p>	<p>Participate in WP29</p>	<p>Continue to participate in WP29</p>

2. Formulate Policy on Rule-Making and Make Technical Regulations Drafts	<p>? Analyze social situation Safety: Police department collects data and TD analyze. Environment: EPD investigates air quality, etc. ? Investigation to establish policy and regulations Using research companies and the body supported by government. Public hearings depend on the case itself. ? Announcing proposal and final regulation Proposal is not announced by the official gazette but examined to the industries. Final regulations is announced by the official gazette.</p>	<ul style="list-style-type: none"> · 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. 	Adopt ECE Regulations/ EC Directives according to the plan.	Adopt ECE Regulations, EC Directives and Global Technical Regulations according to the plan.
3. Evaluation of Effects on New Regulations	<p>Safety: Evaluated only in case of necessity. Environment: Always evaluated.</p>			

2. Type Approval System

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Type Approval System/ Framework Law	<p>? Law: Air Pollution control Ordinance and Noise Control Ordinance. ? Framework law: Administrative Procedure ? Certification item: exhaust emission and noise (system certification) ? Approval body: EPD and TD ? There is no approval system relating to safety. ? Manufacturers' test reports are approved (there is no approval system by the third party and mutual recognition for the present).</p>	Establish framework law for type approval system.		
Type Approval Process/ Operation	<p>? Approval period only for processing application documents is 3 weeks. (documents examination) ? Examination fee is free. ? Certification documents: table of specifications, owner's manual, documents that can prove compliance. ? Government does not examine. ? Government does not have certification test lab.</p>	Study type approval system and establish the draft of type approval procedure.	Start type approval system (unify environment and safety certification system)	

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Conformity of Production (COP)	?COP does not exist. ?Market surveillance does not exist. ?Vehicle inspection system exists. ?Vehicle inspection system is organized by TD. ?Vehicle inspection is done by government or private organization. ?Check items of inspection: brake, speedometer, headlump, diesel smoke	Make plan to introduce COP (required by 1958 Agreement)	Introduce COP.	

Note; Hong Kong is a part of China.

* It is necessary to examine joining in the 1958 and 1998 Agreement .

* It is necessary to examine mutual recognition. (not mutual recognition but acceptance)

1. Regulation

Action Plans for Indonesia

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (-2020)
Safety/ Environmental Regulation System	As type approval test, there are adopted 14 items of which test method are based on TRIAS and JIS. Environmental regulation is planned to introduce based on ECE regulations. Only safety regulation on safety belt is based on ECE regulation, and has intention to introduce that of anchorage strength based on relevant ECE regulation. Different vehicle categories are adopted in each relevant government officials.	* Secure the appropriate fuel quality based on the WWFC. And introduce lead-free gasoline * Adopt several safety ECE regulations start from basic items. * Adopt ECE exhaust emission regulation through revising current one. * Adopt European vehicle categories for more effective environment and safety administration	* Increase the number of ECE safety regulation and Global Technical regulation depend on introduction plan. * Revise emission regulation in proportion to environmental status.	
Flow of Rule-Making	The process of the rule making in governmental organization is clear, but lack of appropriate authorized advisory body.	* Make plan to introduce the internationally harmonized regulation through discussion with the consultative body such as Permanent Committee.	* Grade up the function of Permanent Committee.	
Understanding on International Movements	Participate in International Conference such as, 1) Road Transport Laws, Rule and Regulations 2) ASEAN Working Group Meeting 3) APEC Road Transport Harmonization Project 4) JASIC G/I Meeting 5) APEC Automobile Dialog 6) Blue Sky Project Seminar	* Participation in WP-29 and , if necessary participate in GRs, as an observer	* Join in the revised 1958 agreement and 1998 agreement and take action in WP29 as a official member. * Join each GRs together with relevant private bodies.	* Regular participation in WP29 and supporting technical committee

Formulate Policy on Rule-Making and Make Technical Regulations Drafts	<p>Directorate of traffic police of the Republic of Indonesia investigate and analysis of traffic accidents.</p> <p>Local environmental impact management agency (BAPEDALDA) execute of ambient monitoring.</p> <p>However, limited number of equipment and human resources.</p>	<p>* Establish the Permanent Committee formed by industry, academy and government officials.</p> <p>* Make a Middle/Long term plan to introduce ECE regulations taking into consideration of the result of analysis traffic accident and ambient monitoring.</p>	<p>* Commencement of introduction of ECE regulations and Global technical regulations based on the implementation plan.</p>	<p>* Introduction of the ECE regulations and Global technical regulations continuously.</p>
Evaluation of Effects on New Regulations	<p>Evaluate only in case of necessity.</p> <p>Obtain opinions from associations.</p>	<p>* Make plan to establish effective system both for Safety and environmental improvement.</p>	<p>* Establish the system able to evaluate of new regulation.</p>	

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	<p>Decree of the Minister of Communication No 81 of 1993 (Prototype Tests)</p> <p>Decree of the Minister of Communication No. 71 of 1993 (Regular Inspections)</p> <p>Adopting governmental certification by LTD both for safety And environment regulations.</p> <p>ASEAN MRA(Certificate & Driving License) is adopted, and accept foreign certificate for small unit (10 or less imported vehicles).</p>	<p>Study certification system including parts certification, system certification and vehicle type approval with reference to ECE certification system.</p> <p>Test reports by third parties or vehicle manufacturers are considered to be accepted.</p>	<p>Introduce test equipments which could conduct test for relevant ECE Regulation.</p> <p>Study test equipment required for ECE regulations, but ECE regulation itself does not required those of test equipment to issue the approval document by Government.</p>	<p>All of ECE regulation are subject to mutual recognition agreement.</p> <p>Adopt ECE regulation systematically both for system and parts.</p>

<p>Type Approval Process/ Operation</p>	<p>The test standards are still based on TRIAS and JIS. Document to be submitted are vehicle type, type configuration, wheel base, vehicle dimensions, cylinder displacement, tire size & specification and payload. Type approval test is conducted by road worthiness certification approval center(BPLISKB) 3rd party and foreign lab are not approved. The test equipment is relatively old and have low reliability. The human resources need increasing and improvement. Limited funds and operational expenses.</p>	<p>In case of lack of appropriate test lab to be conducted Relevant ECE regulation, accept manufacturer's own certification testing result. Study certification system of EC. Establish education and training system for staffs.</p>	<p>Alternatives are to use laboratories in other economics or accept manufacturer's own certification test result.</p>	
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3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2003)	2 nd Step (2005-2010)	3 rd Step (-2020)
<p>Conformity of Production (COP)</p>	<p>COP system is conducted for the factory in Indonesia.</p>	<p>Study COP system stipulated by 1958 agreement.</p>	<p>Establish and implement COP arrangements for vehicles in line with 1958 Agreement</p>	

1. Regulations

Action Plans for New Zealand

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Safety/ Environmental Regulation System	-“Land Transport Rules” has provisions for technical requirements and approved regulations.			
	- ECE, EC, FMVSS, ADR, Japanese Safety Regulations for Road Vehicles are approved and 30 ECE regulations have been incorporated. - If the above regulations are amended, the preceding version of the regulations is automatically applied.			- Allow only international technical regulation.
Flow of Rule-making 1.Understanding on International Movements	Information Source: -Participate in international conferences -Regular meetings with DTRS -Liaison with overseas government offices	-Join the 1958 and 1998 Agreement and constantly participate in WP.29 meeting.		
2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts	Advisory body : Vehicle Standard Advisory Committee (Industry and Consumer groups) - VSAC is held every three months and it has subgroups that are held more regularly. - VSAC is a consultation body on rulemaking through a separate red-yellow-draft system.	- Adopt ECE regulations according to the planned schedule by VSAC.	- Adopt 50 ECE regulations - All existing regulations will be reviewed and consolidated to Land Transport Rules	
3.Evaluation of Effects on New Regulations	There is not a formal evaluation process but the rules are amended due to problems which arise in the market.			

2. Type Approval System

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Type Approval System/ Framework Law	<ul style="list-style-type: none"> - New light vehicle : manufacturers' self-certificate (Heavy vehicle / Used import vehicle : certificate by an official agent) - The legal framework is prescribed in Compliance Rule. 	<ul style="list-style-type: none"> - Formalize the legal framework for international certification system. - Continue to accept manufacturers' self-certificate as domestic certification. 		
Type Approval Process/Operation	N/A			

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Conformity of Production (COP)	- Not performed			

1. Regulations

Action Plans for Singapore

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Safety/ Environmental Regulation System	-“Road Traffic (Motor Vehicle, Construction and Use) Rules” does not have provisions for detailed technical requirements, nor does it quote international technical regulations. LTA issues notification announcing the applicable international technical regulations, when the need arises.	- Amend “Road Traffic (Motor Vehicles Construction and Use) Rules” so that the rules clearly provide the applicable international technical regulations.		
	-In Singapore, ECE, EC, FMVSS, ADR, Japanese Safety Regulations for Road Vehicles are allowed as alternative standards. However, getting the latest regulatory information from five different sources without delay is considered to be a burden. In order to retain consistency in vehicle performance, it would be desirable to apply single international technical regulations in the long run.	-Adopt international regulations. Only when there are local necessities, retain unique requirements such as safety glass requirements compatible with ETS (Electronic Toll System).		- Allow only one international technical regulation (Global Technical Regulations or ECE Regulations).
Flow of Rule-making 1.Understanding on International Movements	Information Source: - Participate in international conferences such as APEC-TPT/WG. - Liaise with corresponding government office overseas, vehicle manufacturers and Motor Traders, JASIC.	-Increase the number of staff responsible for technical regulations and certification systems and give them educational/ training program. - Participate in WP.29 as an observer subject to approval of Singapore relevant authority.	-Join the 1958 Agreement and constantly participate in WP.29 meeting subject to Singapore relevant authority.	-Join the 1998 Agreement and continues to constantly participate in WP.29 meeting subject to Singapore relevant authority.
2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts	-Lacks the expertise to formulate policy on rule-making and to make technical regulations draft. -There is advisory mechanism by ad-hoc or on a need basis for making recommendations when adopting international technical regulations for vehicle safety/emission.	-Establish a mechanism to monitor the international technical regulations actively. - Establish a formal mechanism to allow open discussion in the formulation of rule-making of technical regulations. - Making the schedule to adopt ECE Regulations.	- Adopt ECE regulations or GTRs according to the planned schedule.	- Adopt ECE regulations or GTRs according to the planned schedule.
3.Evaluation of Effects on New Regulations	None			

2. Certification System

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Certification System/ Framework Law	- Certification system is not instituted in the legal framework.	- Institute the legal framework for certification system. - Continue to accept manufacturers' test reports as domestic certification documents.		
Process/ Operation	None			

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Conformity of Production (COP)	- Do not have COP system due to lack of technical capacity and facilities.	-Study COP arrangements for vehicles.	Establish and implement COP arrangements for vehicles in line with 1958 Agreement, Appendix II.	

Action Plans for Chinese Taipei

1. Regulations

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Safety/ Environmental Regulation System 1. Adoption of Internationally Harmonized Technical Regulations and definitions	<p>(1) Adoption of Internationally Harmonized Regulations Although the environmental requirements have established, the safety items are intended to be introduced now. Therefore, adopting the internationally harmonized regulations such as ECE Regulations or Global Technical Regulations is desirable.</p> <p>(2) Adoption of Internationally Harmonized Definitions Vehicle Categories and Definitions on Weight and Dimensions are under the studying at the special group under GRSP in WP29, and it is desirable to adopt its results.</p>	<p>- Adopt several ECE safety regulations, in principle, from the basic items for which the third testing laboratories have experiences and testing equipment.</p> <p>- Study the ECE exhaust emission regulations for revising current emission standards.</p>	<p>- Adopt approximately 30 ECE or GTR safety regulations.</p> <p>- Revised emission standards to the ECE exhaust emission regulations.</p> <p>- Introduce or revise the vehicle categories, weight and dimension definitions.</p>	<p>- Adopt approximately 50 ECE or GTR safety regulations to cover the whole items required by the National Vehicle Type Approval.</p>
2. Separation of performance and quality requirements	<p>(3) Performance Requirements should be clearly separated from the quality control on Parts Certification System Parts performance requirements related on vehicle safety should be clearly defined. The mirror, for instance, should have enough visibility for a driver because of safety reasons, and then, the several requirements should be regulated. The products quality should be regulated by the other standards, and controlled by the productivity requirements.</p>	<p>- Study and make plan to clarify the parts performance requirements in accordance with the ECE regulations.</p> <p>- Establish the Quality control requirements by the BSMI.</p>	<p>Establish the parts performance regulations, which should be included in the Road Traffic Safety Regulations.</p>	
3. Communications	<p>(4) Good Communication among related sections There are several sections to issue the certificates relating to Vehicle safety and environmental items. The periodical communication is requested to resolve the vehicle-related problems.</p>	<p>- Establish the system for periodical communications among related sections.</p>		

<p>Flow of Rule-making</p> <p>1. Establishment of the Authorized Advisory Body</p>	<p>(1) Establishment of the Authorized Advisory Body over the sections</p> <p>It is desirable to establish an authorized governmental advisory body, such as the central committee, for the top management on vehicle safety and environmental issues, in which the consumers, academy, mass media and industry should be members.</p> <p>Since several sections have their own requests for improving the circumstance of vehicle related society, the managing of their policies may be difficult.</p> <p>The views over each section should be needed to improve whole vehicle industries, too.</p>	<p>- Establish the Central Advisory Committees for Vehicle Safety and Environment.</p>		
<p>2. Transparency of Formulate Policy on Rule-Making and Make Technical Regulations Drafts</p>	<p>(2) Transparency of vehicle related Regulations Establishment</p> <p>The public comment should be required for obtaining the social acceptance from the making plan of vehicle related regulations.</p> <p>The social problems, government efforts, industry's abilities and efforts would be open to the public and the government may obtain the public respects.</p>	<p>- Establish the system to communicate with the public</p>		
<p>3. Searching the Information</p>	<p>(3) Searching the Information Worldwide</p> <p>The information of other countries could be useful for making policies, and the technical information issued by the research institute or laboratories in other countries would be beneficial for regulation establishment, too.</p>	<p>- Organize the technical working group under the MOTC, and EPA, or the third testing laboratory for studying the worldwide trend and information.</p>		

2. Type Approval System

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Type Approval System/ Framework Law	(1) Adoption of the Mutual Recognition of Certification The mutual recognition of certificates may reduce the certification cost and strengthen the industry's ability. The third testing laboratories in Chinese Taipei, such as ARTC, are recognized to have enough abilities to evaluate various parts, systems and vehicles.	- Investigate the way to adopt the mutual recognition of certification in APEC.		- Introduce the mutual recognition of certification with several economies in APEC.
Type Approval Process/ Operation	(2) Adoption of ECE regulations It would be desirable to adopt ECE regulations for the mutual recognition of certification.			

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Conformity of Production (COP)	None			

1. Regulations

Action Plans for Vietnam

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Safety/ Environment Regulation System	<p>-The technical requirements are stipulated in Vietnamese Standards (TCVN and TCN). Ministry of Transport (MOT) issues “Decision” to notify that a certain TCVN is mandatory. However, no regulation or provision stipulates what all the mandatory standards are.</p>	<p>-VR issues a list stipulating the mandatory TCVN together with their scopes and implementation dates for automobiles and motorcycles. Whenever any TCVN becomes mandatory, the list should be updated in a timely manner.</p>	<p>?</p>	<p>?</p>
	<p>-The TCVN have been currently established according to the internationally harmonized regulations of mainly ECE. However, the unique regulations, for example, which are based on GOST, are still existing.</p>	<p>- Replacement of unique regulations by internationally harmonized regulations of ECE - See 1-2 below</p>	<p>?</p>	<p>?</p>
<p>Flow of Rule-making 1.Understanding on International Movements</p>	<p>-Information Source; Participate in international conferences such as Harmonization of Road Transport Laws, Rules, Regulations in ASEAN</p>	<p>- Preparation for participate in WP29</p>	<p>-Participate in WP29 as an observer</p>	<p>Joint the 1958/1998 Agreement and constantly participate in WP29 meeting (by 2015, regularly participate in both WP29 and GRs)</p>
<p>2.Formulate Policy on Rule-Making and Make Technical Regulations Drafts</p>	<p>-The TCVN has been currently established according to the internationally harmonized regulations of mainly ECE. However, the assessment of current situations of safety and environment are not necessarily enough for decision which level (amendment) of ECE should be applied in Vietnam. -Lacks the expertise to formulate policy on rule-making and to make technical regulations draft. -There is no advisory organization for making recommendations when adopting international technical regulations for vehicle safety/emission.</p>	<p>-Organize a team of engineers and technical officers to actively monitor the international technical regulations and to assess the safety and environment situations in Vietnam. - Establish an advisory committee comprised of the government, industry (VAMA), university researchers, etc. where the committee members have open and aboveboard discussions. -The above advisory committee gives VR advice regarding the schedule of adoption and implementation of ECE regulations. -VR accordingly makes decision on ECE adoption and implementation schedule.</p>	<p>- Adopt ECE regulations according to the planned schedule (57 ECE/EC regulations are scheduled to be adopted.)</p>	<p>-Adopt ECE regulations according to the planned schedule (Further adoption of ECE/EC regulations step by step considering safety and environment situation)</p>

3.Evaluation of Effects on New Regulations	No evaluation of effects of new regulation/standard is carried out for safety issues.			
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2. Type Approval System

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Type Approval System/Framework Law	-The acceptance of test report of manufacturer and authorized test laboratory in foreign country is now under establishment. -The vehicle type approval issued by the other country such as Japan is referred.	-Acceptance of test report of manufacturer and authorized test laboratory in foreign country -In case ECE approvals are available, they can be also accepted as certification documents.	-Prepare for establishing the vehicle type approval system which enables partial mutual recognition within framework of the 1958 Agreement	
	-There are the 2 different regulations on procedure and management of type approval. One is for local design model, and the other is for foreign design model.	-Finalize type approval system for two-wheelers.	-Finalize type approval system for passenger vehicles, busses and trucks by 2004.	Single certification system for all models
Type Approval Process/Operation	See the above			

3. Mass-Produced Vehicle Compliance

Item	Current Issues	1 st Step (2002)	2 nd Step (2005)	3 rd Step (2010)
Conformity of Production (COP)	None	-Accept ISO9000 certificate -Consider to begin the COP system which is the precondition to accept manufacturers' test reports.		

APEC RTHP Phase V Stage 2 Workshop

Date: October 16,2000 (Monday)

Venue: Seagaia World Convention Center "Summit Hall Tenju+Tenyo (4th Floor)

- 8:30 - 9:00 Registration
- 9:00 - 9:10 Welcome Address by Ministry of Transport Japan
- 9:10 - 9:25 Keynote Speech by the Chairman of RTHP "Outline and Future Direction of RTHP"
- 9:25 - 9:45 "APEC Automotive Dialogue: Road Transportation Harmonization Project " presented by US Department of Commerce
- 9:45 - 10:00 Q&A
- 10:00 -10:20 Coffee Break
- 10:20- 10:35 "The outline and the key elements of 1958 Agreement" presented by Ministry of Transport Japan
- 10:35- 10:55 " International Harmonization: Vehicle Safety Regulations" presented by National Highway Traffic Safety Administration USA
- 10:55 – 11:10 Q&A
- 11:10 - 11:30 "Experience in carrying out the action plans" presented by Department of Land Transport Thailand
- 11:30 - 11:50 "APEC RTHP: Voluntary Indonesia Action Plan" presented by Directorate General of Land Transport Indonesia
- 11:50 -12:00 Q&A
- 12:00 -13:30 Lunch
- 13:30 -15:30 Discussion on common problems in adopting international technical regulations
- 15:30 -16:00 Coffee Break
- 16:00 -17:30 Discussion on common problems regarding certification / Compliance check system
- 17:30 - Wrap-up

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Minutes of the APEC Miyazaki Workshop

Date: October 16 (Monday) 9:00-17:00

Venue: Seagaia World Convention Center Summit “Juyo”, Miyazaki, Japan

Participants: 49 people from 15 economies

Morning Session

1. Greetings and explanation of the workshop schedule by Mr. Yoshiyuki Mizuno of JASIC

2. Welcoming address by Mr. Masahiko Naito, Director, Office of International Affairs, Ministry of Transport, Japan
 - ? A variety of problems are occurring with the rapid development of motorization in the APEC economies. The government and private sector should cooperate to deal with these problems in an aggressive and organized manner.
 - ? APEC aims to liberalize trade in automobiles and parts by 2010 (advanced economies) or 2020 (developing economies). The Road Transport Harmonization Project (RTHP) was established to harmonize technical standards and certification systems.
 - ? I anticipate that there will be lively discussion in today's workshop.

3. Keynote address by Mr. Michael C. Kimberlee, RTHP Chairman
 - ? Expectation that this workshop will include discussion of the future directions for RTHP activities.
 - ? Introduction of the schedule for participation by each economy in the 1958 Agreement and the 1998 Agreement, as announced in JASIC's Government and Industry Meeting.
 - ? The following are the issues to be resolved in the future.
 - Unification of technical regulations :

Even after the unification of technical regulations is completed, some lead time will be required to implement their application. Therefore, it will probably not be possible to accomplish this before 2010, the deadline set by the Bogor Declaration for realization of free trade among the developed economies.

- Agreement on technical regulations applied to each vehicle category
- Agreement on certification procedures to obtain mutual recognition within the APEC region:

The 1958 Agreement deals with mutual recognition for parts only. On the other hand the 1998 Agreement does not handle mutual recognition for automobiles either. Therefore, there is no mechanism at present for a multilateral mutual recognition agreement that could be applied to complete vehicles.

- ? Australia has chaired RTHP for six years. A chairman from another economy should be chosen, beginning with the next TPT working group.
- ? The following comments were made on the described schedule for participation by individual economies in the 1958 Agreement and the 1998 Agreement.

Thailand: 2002 is given as the year for participation in the 1958 Agreement, but in fact the planned year is 2005. And for the 1998 Agreement, the planned year is 2002, not 2005.

China: The 1998 Agreement was signed in September of this year.

4. Speech by Mr. Albert T. Warner of the U.S. Department of Commerce

- ? Introduction of the APEC Automotive Dialogue activities. High-level participants from the industry are involved, wielding a great deal of influence.
- Proposal of a small joint committee, consisting of representatives from RTHP and Automotive Dialogue, to promote harmonization of automotive technical regulations.

? Questions and answers

1) Comments from Mr. Royston Purcell of OICA:

Asian economies are proceeding with the adoption of ECE regulations. Internationally, there are two major categories of technical regulations: ECE regulations, and U.S. regulations. So the key question will be whether or not harmonization can be achieved between ECE regulations and U.S. regulations.

2) Response from Mr. Albert T. Warner of the U.S. Department of Commerce:

I think that for the time being, it may be most realistic to recognize both ECE regulations and U.S. regulations. The unification of both of these under the 1998 Agreement will be a future goal.

3) Comments from Mr. Michael C. Kimberlee of Australia:

Australia has past experience in the approval of alternative regulations, including regulations for exhaust gases. It is an arduous task to faithfully follow multiple regulations.

4) The web site of ATPC (<http://www.autotradecouncil.org>) was introduced as a source of information on harmonization of technical regulations.

5) Comments from Ms. Julie Abraham of the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation:

We understand the stress placed on the industry due to the slow progress of harmonization of technical regulations and mutual recognition for certification. However, it is not only the U.S. which adopts self-certification system. It should be noted that this is also the case in Korea and Canada.

Coffee break: 10:10 to 10:40

5. Speech on the 1958 Agreement by Mr. Hiroshi Nishida, Deputy Director, Office of International Affairs, Ministry of Transport, Japan

6. Speech on the 1998 Agreement by Ms. Julie Abraham of the National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation

? After her speech, "World Forum for Harmonization of Vehicle Regulations (WP29) How it Works, How to join it" (nickname: "blue book") was distributed, as revised by the U.S. (See TPTWG18/SCCT/RTHP/WS/2).

? Questions and answers

Comments from Mr. Royston Purcell of OICA:

In the adoption of technical regulations by developing economies, it is important to use the 1998 Agreement. Developing economies can adopt technical regulations with a lower level of strictness under the 1998 Agreement. It is not necessary to immediately adopt the latest technical regulations, which are more difficult to meet. This workshop is an effective forum for the collection of information on the 1998 Agreement.

7. Speech by Ms. Jiraporn Kaewkraisorn, Department of Land Transport, Thailand, on problems in the implementation of Thailand's action plan which was prepared last year

8. Speech on Indonesia's action plan by Mr. Karlo Manik, Directorate General of Land Communication, Department of Communication, Indonesia

? Questions and answers

1) Mr. Albert T. Warner of the U.S. Department of Commerce asked about certification procedures for vehicles produced in small quantities (imported).

Thailand:

There are three types of certification systems:

- [1] Mass-produced vehicles are subject to certification testing.
- [2] Vehicles produced in small quantities (five vehicles or fewer) are exempt from testing, but test reports have to be submitted.
- [3] There are also certification procedures for custom modified cars.

Indonesia:

There are provisions stating that when ten or fewer vehicles are produced, they are exempt from certification procedures.

U.S. (NHTSA):

For small-scale production of 10,000 or fewer vehicles, exemption is provided in some cases based on application for such exemption. The application must include a detailed statement of the reasons why a particular FMVSS cannot be met.

2) Comments from Mr. Royston Purcell:

We are considering launching a model onto the market in a quantity of about 1,000 vehicles. We hope that a simplified certification system will be considered for quantities of up to 2,000 vehicles, like PHP (Preferential Handling Procedure) system in Japan.

3) Question from JASIC to Indonesia:

When the representative from Indonesia explained the rule making process in his lecture, he used the words "reference standard," "operational standard," and "national standard." How do these standards differ?

(Since there was no more time, it was not possible to obtain an answer immediately. Later, Mr. Manik was asked about this in person, and he explained that there is no particular significance to the words of "reference" and "operational," but the "reference standards" are simply the first draft, while the "operational standards" are the second draft, and "national standards" are the final technical regulations.)

Lunch break: 12:00 noon to 1:40 p.m.

Afternoon Session (Discussion)

9. About holding a joint committee under the APEC Automotive Dialogue and RTHP, as proposed by Mr. Albert T. Warner of the U.S. Department of Commerce

Mr. Michael C. Kimberlee:

At present, in order to avoid duplication, activities for harmonization of technical regulations are held exclusively under RTHP. The Chair of RTHP reports the results of those activities at the Automotive Dialogue. RTHP is also in consultation with Automotive Dialogue in case it is necessary. Mr. Warner's suggestion to change this approach is extremely important, and I would like to hear comments at a round table discussion.

Australia (FCAI):

We are not able to comment at this time, since the organization and objectives of a joint-committee under the Automotive Dialogue and RTHP have not been clarified.

Mr. Albert T. Warner:

The objective would be to link the Automotive Dialogue and RTHP. The details have not yet been thought out, but this should be a group with a small number of persons, including the chairs of RTHP and the Automotive Dialogue and other voluntary participants.

Brunei:

This is our first time to participate, and we are still in the stage of gathering information, so we have no comment at this time.

Canada:

Cooperation is needed between the Automotive Dialogue and RTHP.

China:

Cooperation between the Automotive Dialogue and RTHP is important. The ATPC web site on the harmonization of technical regulations is useful.

Hong Kong:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP.

Indonesia:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP.

Mexico:

We have no comment at this time.

New Zealand:

We approve strongly of building a cooperative relationship between the Automotive Dialogue and RTHP. However, it is important to avoid a complex organization and administration.

Philippines:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP.

Singapore:

We are not particularly opposed to this idea.

Taiwan:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP. Information should be provided on WP29, either at the Automotive Dialogue or at RTHP.

Thailand:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP.

United States:

We would be in favor of building a cooperative relationship between the Automotive Dialogue and RTHP. However, the way in which this will be accomplished should be approached carefully, keeping it as simple as possible by using e-mail and other means.

Japan:

We approve of the basic philosophy of building a cooperative relationship between the Automotive Dialogue and RTHP. However, it will be necessary to proceed very carefully if a new organization is to be formed.

OICA:

We cannot give a decisive response based on the current information. At this time, we can at least say that we do not want to form a new organization.

IMMA:

It is necessary to exchange information between the Automotive Dialogue and RTHP. Perhaps for the time being, it would be sufficient for both chairmen to communicate with each other, sharing reports on the situation of activities by their respective organizations.

FIA:

Communication between the Automotive Dialogue and RTHP would be useful.

It was decided that Mr. Kimberlee would propose a response from RTHP to Mr. Warner's suggestion later that evening, based on the comments summarized above.

10. Discussion regarding "Lack of understanding and experience concerning international technical regulations"

? JASIC proposed the establishment of a network of experts in APEC.

? This was followed by questions and answers as follows.

Question	Canada	Would the goal of a network of experts in APEC be an exchange of information that is limited to technical fields?
Answer	JASIC	For the time being, it would be safer to limit this to technical information and avoid policy matters.
Question	New Zealand	We think this is an excellent idea, because the economies which are considering participation in WP29 are having a great deal of trouble in obtaining information. However, we are concerned that there might be a huge number of inquiries and this could be difficult to control. Are there any plans to deal with this?
Answer	JASIC	Under our proposal, participants would need to be registered, and only one person per economy could make inquiries from each group. The registered participants would control the number of inquiries.
Comment	Thailand	This would be a useful system, allowing concerned persons to share information. This will be fine, as long as no travel is involved.

Question	IMMA	Which of the following would be the objective of this network? ? To provide information on topics discussed at WP29 ? To represent the views of APEC and reflect them at WP29
Answer	JASIC	For the time being, we consider that the objective should be limited to the former.
Comment	U.S.	There are many options for providing information on WP29, including the use of e-mail.
Comment	Canada	If there were some economies willing to take the task, i.e. to become an adviser, this system can be realized.
Comment	Mr. Kimberlee	Information and knowledge from economies which have already experienced the adoption of ECE regulations will be extremely valuable to economies which are planning to adopt ECE regulations in the future.
Comment	OICA	Developing economies need information. For example, there is a need for information on whether ECE 13/05 or 06 is most appropriate. Developments at WP29 are available. They can be accessed at the web site.
Comment	JASIC	Even if information is available, this is meaningless if it cannot be understood. Support is needed for the interpretation of technical regulations based on experience.

? JASIC provided a summary of the above discussion, as follows.

- There is general agreement concerning JASIC's proposal.
- This proposal will be included in the draft final report, reflecting today's comments.
- Consideration is needed to avoid placing too great a burden on the economy which will be in charge of this network.

11. Staff training abroad

? JASIC asked about the situation of staff training abroad in each economy.

Australia	The government has no official programs, but exchanges of human resources are conducted primarily with neighboring economies (such as Indonesia) for educational purposes.
U.S.	We accept human resources, like Australia, but there are limited resources. We participate in workshops on limited topics, primarily for Canada and Mexico and provide information. SAE probably also has a program.
Canada	We would be glad to accept human resources.
OICA	Ford has educational programs on topics such as certification.
Japan	As part of our international cooperation efforts, we invite government officials from Asian economies for various training programs which are held every year.
JASIC	The Asia Government and Industry Meeting is open, and we would be glad to have a large number of participants.

? The discussion moderator stated that each economy should provide information, either now or at a later date, so that the educational programs which are available can be listed and included in the final report. The format for inclusion of this information was given to Mr. Purcell.

12. Discussion regarding “No participation in the establishment of international technical standards”

? The discussion moderator explained that participation in WP29 is a shortcut.

13. Discussion regarding “Adoption of international technical regulations

? The discussion moderator proposed the concept of adopting international regulations in two categories, basic and advanced.

? The following comments were made.

Australia	The question of which technical regulations to adopt is very difficult. In Australia, procedures for the adoption of ECE regulations were incorporated into the process of reviewing ADR under the Trans-Tasman Mutual Recognition Agreement (TTMRA). Based on the principle of not sacrificing safety, discussions are being held to determine whether the ECE regulations are an acceptable substitute for ADR. The ADR revision process is to be completed by the end of 2001. It is expected that this will result in the adoption of from 50 to 55 ECE regulations under the 1958 Agreement.
Japan	The ECE regulations are being adopted in stages. In the order of priority, the ECE regulations which are equivalent to Japanese safety regulations are being adopted first. When the regulations are not equivalent, we plan to clarify their differences, and if the ECE regulations cannot be accepted for reasons such as a decrease in safety, we plan to propose changes in the ECE regulations at WP29. We are beginning by adopting the equivalent regulations, and we expect to adopt 30 ECE regulations by 2003 and about 50 by 2005. We would like to adopt GTR, but it is noted that 1998 Agreement has no MRA functions.
Indonesia	We are considering adopting ECE regulations in stages (steps 1, 2, and 3). In step 1, we plan to adopt the ECE regulations on matters covered in Indonesia's existing regulations (Staladat). A key point will be the ease of introduction, or in other words, the necessity of obtaining testing facilities.
U.S.	Perhaps an order of priority could be established for the adoption of essential regulations, based on an analysis of the actual situation of traffic accidents.

OICA	Perhaps all of APEC could adopt regulations on the stringency level established in Europe or the U.S. in the 1990s. (The moderator stated that in today's workshop, discussion would be limited to the items for adoption, and the question of stringency levels should be discussed at another time.)
IMMA	For the two objectives of resolving problems that are actually occurring in each economy and promoting trade in APEC, a decision should be made on the ECE regulations which should be adopted as a general rule. For the approach, first of all, discussion could be held on which items are needed, followed by consideration of the stringency level with an eye to cost effectiveness; with unified adoption if all of APEC can proceed at the same pace, or with separate adoption by each economy if it is not possible for all of APEC to proceed at the same pace.
Canada	The topic of adopting international technical regulations is also on the agenda for discussion at the RTHP meeting on the 17th. How will the overlap between these discussions be handled?

? In response to Canada's comment, the discussion moderator removed this item from the list of consultation proposals, stating that it would be discussed at the RTHP meeting.

Coffee break: 3:30 p.m. to 4:00 p.m.

14. Discussion regarding "Certification systems suited to the size of the market"

? The chairman went over the problems with certification systems, based on the results of the RTHP consultation.

? The chairman explained a proposal for certification systems suited to the size of the market (quantity of vehicle production and export).

? The main comments were as follows.

1) Mr. Albert T. Warner of the U.S. Department of Commerce:

The production quantity threshold of 500,000 vehicles seems to be too low.

- 2) Mr. Kenneth E. Feith of the U.S. Environmental Protection Agency:

Concerning ECE certification in economies that have joined the 1958 Agreement, actual certification testing is performed mainly by private technical services, and if designated by the government, anyone could participate in the certification business by becoming a technical service. The designating government will be responsible for the qualifications of the technical services, but the 1958 Agreement does not provide any criteria for judging such qualifications. The concern for this problem was pointed out at WP29, and care must be taken to prevent failure of the system under 1958.

- 3) Ms. Marie G. Kissel of the U.S.:

The figure given for vehicle export quantity from France seems to be in error. It is higher than production quantity. (This will be checked by JASIC.)

- 4) Mr. Kenneth E. Feith of the U.S. Environmental Protection Agency:

Why is unified certification necessary?

- 5) Discussion moderator:

In APEC's 1994 Bogor Declaration, it was decided that trade liberalization would be achieved among the advanced economies of the region by 2010, and among all of the member economies of APEC by 2020. Therefore, international harmonization of automotive technical regulations and establishment of a mutual recognition system for certification were included on the 1995 Osaka Action Agenda. Unified certification is necessary in light of these requirements. I would like to focus on certification systems in Asian. Category B was established for the sake of economies like China, which export very small quantities of vehicles but have a certain scale of production and also have testing facilities. APEC could take a leadership role in mutual recognition for vehicles. For example, a worldwide whole vehicle type approval (WWVTA) could be proposed by APEC which would replace WVTA in EU.

- 6) Mr. Kenneth E. Feith of the U.S. Environmental Protection Agency:

Wouldn't it be enough to have mutual recognition for parts only? I don't see why it would be necessary in the case of entire vehicles.

- 7) Mr. Royston Purcell of OICA:

It would be useful for free trade if mutual recognition were applied to entire vehicles.

8) Mr. Michael C. Kimberlee, RTHP Chairman:

This was brought up as a question, and it can be put aside as a topic for future discussion.

9) Moderator:

The following is a proposal concerning the problem of the lack of testing facilities. Even if the complete set of facilities cannot be established, it would be good to begin the certification system using the available resources. And even without the facilities, it is possible to obtain information, knowledge and experience by receiving test reports from manufacturers.

15. Closing Speech

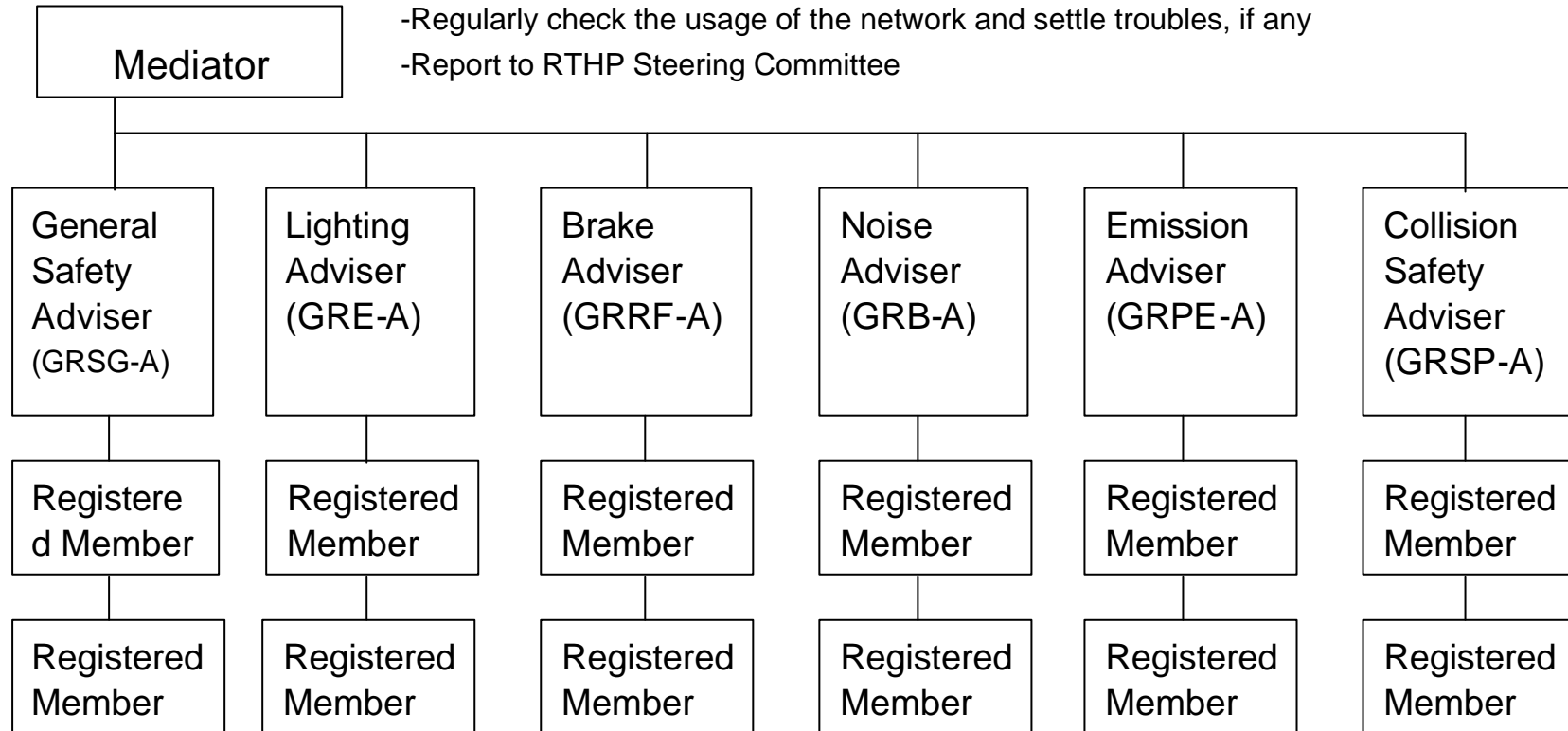
? The Moderator requested comments on the draft final report. JASIC is to summarize the discussions at this workshop and prepare a draft final report by the end of November, and after comments have been received, the final report is to be submitted to the secretariat of APEC by next February. Comments from each economy sent to JASIC by November 15 will be reflected in the draft final report.

? A wrap-up meeting of RTHP will be held on the 19th, and everyone is welcome to participate.

? The individual consultation schedule was confirmed.

? We will have the opportunity to continue today's discussion in greater depth at the RTHP group meeting tomorrow.

Network of Technical Experts in APEC



-E-mail will be used for communication.

-In general every Correspondence will be delivered to all registered members.

Recommended Certification System in Accordance with the Size of the Market

- (1) Category A (Vehicle-producing economy; annual production number exceeds 500,000 and annual export number exceeds 50,000)
 - participate in WP29 and join 1958 and / or 1998 Agreement by 2005
 - adopt basic and advanced international technical regulations
 - establish a system for issuing ECE approvals domestically

- (2) Category C (Vehicle-producing economy; annual production number stays less than 500,000 and annual export number stays less than 50,000)
 - participate in WP29 by 2005 and join 1958 and/ or 1998 Agreement by 2010
 - adopt basic international technical regulations at first stage
 - do not necessarily have to establish a system for issuing ECE approvals domestically

- (3) Category B (Vehicle-producing economy other than Category A and B; annual production number exceeds 500,000 and annual export number stays less than 50,000, or annual production number stays less than 500,000 and annual export number exceeds 50,000)
 - participate in WP29 and join 1958 and / or 1998 Agreement by 2005
 - adopt basic and advanced international technical regulations
 - establish a system for issuing ECE approvals domestically for items of higher priority

- (4) Category D (Non vehicle-producing economy)
 - participate in WP29 and join 1958 and / or 1998 Agreement by 2005
 - adopt basic and advanced international technical regulations
 - do not necessarily have to establish a system for issuing ECE approvals domestically

Table (1) the numbers of annual vehicle production and exports in 1998

Vehicle= Cars+ Light Commercial Vehicles + Heavy Trucks + Buses

Data are quoted from “1999 Yearbook of the World’s Motor Industry”
published by OICA

Economy	Category	The number of vehicle production (unit: ten thousands vehicles)	The number of vehicle export (unit: ten thousands vehicles)
USA	A	1201	46
Japan	A	1005	453
Germany	A	573	351
France	A	295	312
Spain	A	283	224
Canada	A	217	201
UK	A	198	112
Korea	A	195	136
Mexico	A	145	98
Belgium	A	107	103
Poland	A	50	20
China	B	163	1
India	B	51	4
Sweden	B	48	43
Australia	B	38	5
Thailand	B	16	6
Chinese Taipei	C	40	
Turkey	C	34	3
South Africa	C	29	3
Malaysia	C	13	2
Indonesia	C	4	
New Zealand	C	1	

APEC RTHP Phase V Stage 2 Workshop

Training Program

1.Managing Economy	Japan
2.Name of the Training Program	“JASIC Asia Government/ Industry (G/I) Meeting” is not designed for a training program. However, participants can get updated information on WP29 activities.
3.The Outline of the Program	
(1)Purpose	Active Participation in WP29
(2)Capacity	More than a hundred people participated in the previous JASIC G/I Meetings.
(3)Length of the Program	3 days (2 days: meeting 1 day: technical tour)
(4)Plan for the next program	May, 2001 in Kuala Lumpur or other city in Malaysia
(5)Conditions or Qualifications to Participate	The people in Asia from both Governments and private sectors (industries) who are involved in technical regulations and certification of motor vehicle.
(6)Address for Inquiries	Name: Toshiyasu Kimura Tel:+81-3-5216-7241 Fax:+81-3-5216-7244 E-mail:kimura@jasic.org
(7)Note	

Training Program

1.Managing Economy	Japan (Ministry of Land, Infrastructure and Transport)
2.Name of the training Program	Advanced Training Course on Motor Vehicle Technical Regulation and Certification
3.The Outline of the Program	? To give the information on developments of harmonization of International automobile regulation and mutual recognition of certification.
(1)Purpose	? To transfer technical skill and knowledge of ECE regulations.
(2)Capacity	6 people
(3)Length of the Program	About 10 days
(4)Plan for the next program	July or August,2001 (yet to be decided)
(5)Conditions or Qualifications to Participate	? The officer who belongs to Road Transport Department or its corresponding government agency ? The officer who is in the responsible position of the Department ? The officer who is in charge of technical regulation or certification of motor vehicle
(6)Address for Inquiries	Kei Oue Chief, International Affairs Office, Engineering and Planning Division, Road Transport Bureau, Ministry of Land, Infrastructure and Transport Tel:+81-3-5253-8111(ext.42256) Fax:+81-3-5253-1639 E-mail: ooue-k24r@mlit.go.jp
(7)Note	