Programme

Conclave on 1958 Agreement (UNECE WP.29)
Organised by:
Ministry of Shipping, Road Transport & Highways, Government of India
in association with:

Programme

<table>
<thead>
<tr>
<th>27th Sept -2007 (Thursday)</th>
<th>Day-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>(at Long Champ, Hall, Hotel Taj Mahal, Mansingh Road, New Delhi)</td>
<td></td>
</tr>
</tbody>
</table>

**Registration**
0830 hrs to 0930 hrs

<table>
<thead>
<tr>
<th>0930 hrs to 0940 hrs</th>
<th>Welcome Address by Mr S K Dash, Joint Secretary Ministry of Shipping Road Transport &amp; Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>0940 hrs to 0950 hrs</td>
<td>Address by Mr Akiba Tadaomi Executive Director, JASIC Japan Automobile Standards Internationalization Center- (JASIC)</td>
</tr>
<tr>
<td>0950 hrs to 1015 hrs</td>
<td>Inaugural Keynote Address by Mr Brahm Dutt, Secretary Ministry of Shipping Road Transport &amp; Highways</td>
</tr>
<tr>
<td>1015 hrs to 1025 hrs</td>
<td>Vote of Thanks by Dr Ajay Sehgal, Director Ministry of Shipping Road Transport &amp; Highways</td>
</tr>
<tr>
<td><strong>1025 hrs to 1100 hrs</strong></td>
<td><strong>Tea/ Coffee Break</strong></td>
</tr>
</tbody>
</table>

**Technical Session – I**
1100 hrs to 1300 hrs

<table>
<thead>
<tr>
<th>1100 hrs to 1130 hrs</th>
<th>Rule Making in India by Mr S K Dash, Joint Secretary Ministry of Shipping Road Transport &amp; Highways</th>
</tr>
</thead>
<tbody>
<tr>
<td>1130 hrs to 1300 hrs</td>
<td>Technical and Commercial Implications for Joining 1958 Agreement by JASIC Followed by Question &amp; Answers</td>
</tr>
<tr>
<td><strong>1300 hrs to 1400 hrs</strong></td>
<td><strong>Lunch</strong></td>
</tr>
</tbody>
</table>

**Technical Session-II**
1400 hrs to 1700 hrs

**Perspective on Accession to 1958 Agreement**
1. Mr Juan Ramos- Garcia, UNECE Transport Division, Chief of the Technology Section
2. Mr Shigeo Yoshizawa, JAMA

| 1930 hrs onwards | **Dinner** hosted by Ministry of Shipping Road Transport & Highways (at Raisina Hall, Hotel Le Meridien, New Delhi) |
## 28th Sept -2007 (Friday)  
(at Napoleon Hall - II, Hotel Le Meridien, Janpath, New Delhi)

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
</table>
| **Technical Session-III**  
**0930 hrs to 1200 hrs**  
0930 hrs to 1030 hrs | Emerging Testing and Technical Services Requirement for 1958 Agreement by  
Mr Susumu Umezawa, Chief Engineer,  
Automobile Type Approval Test Department  
National Traffic Safety and Environment Laboratory (NTSEL)  
Japan  
(Followed by Question & Answers) |
| **1030 hrs to 1100 hrs** | **Tea/ Coffee Break**                                                                      |
| 1100 hrs to 1200 hrs | Accession to 1958 Agreement – Indian Perspective  
▪ Country Presentation by Dr G K Sharma, Director,  
(Technical), NATRIP  
▪ Industry Presentation by SIAM & ACMA |
| **Panel Discussion**  
**1200 hrs to 1330 hrs**  
1200 hrs to 1330 hrs | Open House Panel Discussion  
Chairman: Mr S K Dash, Joint Secretary  
Ministry of Shipping, Road Transport & Highways |
| **1330 hrs to 1430 hrs** | **Lunch**                                                                                   |
Good Morning! Mr. S K Dash, Joint Secretary, Ministry of Shipping Road Transport and Highways, and ladies and gentlemen. My name is Tadaomi Akiba, Executive Director of Japan Automobile Standards Internationalization Center, JASIC.

On behalf of JASIC, I would like to extend our heartfelt appreciation to all the people who are kindly taking part in this 10th Asia Expert Meeting which Ministry of Shipping, Road Transport & Highways, Government of India organizes on a theme for Accession to the 1958 Agreement. Also I am very pleased that Ministry of Shipping, Road Transport & Highways, Government of India accepted us, National Traffic Safety and Environment Laboratory (NTSEL) and JASIC as experts from Japan.

On this occasion, I would like to introduce you one of activity of NTSEL. The Automobile Type Approval Test Department, one division of the NTSEL, is the only organization in Japan that performs official tests of Motor Vehicles about the conformity with safety, environment, fuel consumption and other standards of Japan from a fair and neutral standpoint. This department is the only one technical service assigned by Ministry of Land, Infrastructure and Transport in accordance with the rule of the 1958 Agreement. Accordingly the department has a great deal of knowledge on not only domestic type approval system but also international type approval system, therefore I expect that his participation can bring active discussion among participants concerned at this Expert Meeting.

The common understanding on concept of the Expert Meeting is that the meeting is to be held voluntarily based on each country’s needs as well as to be steered by Asia G/I Meeting. At the G/I Meeting held in Jakarta in last November, it was evident that holding the Expert Meeting is very useful and helpful for the people examining the contents of the 1958 Agreement, ECE regulation as sole international technical regulations and Mutual Recognition of Approvals among Asian region. In fact, four countries, including your country, have an intention to hold the Expert Meeting on the Accession to the 1958 Agreement this year.

I think that all stake holders not only government organizations of transport, industry and environment but also academy and private sectors are invited in this meeting. All stake holders are expected to gain common recognition and deep understanding about the contents of the 1958 Agreement as well as Mutual Recognition of Approvals.
Besides I expect this meeting will be a trigger of agreement formation of direction toward accession to the 1958 Agreement and improvement of domestic regulation & type approval system.

* As most of you may be aware, next G/I Meeting will be held in the Philippines at the end of November this year, where representatives from each country will discuss the harmonization of regulation and type approval system under 4th series which aim is to discuss continuously "Accession to 1958 Agreement and improved Asian presence at WP29". I do hope that the outcome of this Expert Meeting will be informed at the G/I Meeting, and many government/Industry people concerned in your country will participate in the Meeting.

* I would like to thank you again for the participation of so many government and industry members. Your presence here gives me confidence that interest in harmonization and the mutual recognition of approvals is growing in your country.

* Please feel free to take part in discussions today so that this Expert Meeting will prove beneficial in enhancing traffic safety and environmental protection in your country. Now, I finish my opening address, hoping that the good friendship between you and JASIC will continue for a long time to come.

Thank you very much for your attention.

Tadaomi Akiba
Executive Director, JASIC
The 10th Asia Expert Meeting
On Accession to the 1958 Agreement

27 / Sept / 2007

Tadaomi AKIBA, Yuki TOBA
JASIC

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

1. Current activities of JASIC
   1) Purpose and organization
   2) Harmonization activities for WP29
2. Long term action program of JASIC
3. MRA and Vehicle Type Approval system under the 1958 Agreement
4. UN/ECE/WP29 and the 1958 Agreement -Right and Duty-
1. Current activities of JASIC

1) Purpose and organization
2) Harmonization activities for WP29
1) Purpose and organization

Assist the MLIT-Japan in promoting the international harmonization of automobile technical regulations and certification system with government and industry cooperation
Cooperation between government & industry for promoting international harmonization

Government
- Ministry of Land, Infrastructure and Transport

Cooperation Government
- Ministry of Environment
- Ministry of Economy, Trade and Industry

Industry
- Light Motor Vehicle Inspection Organization
- Japan Automobile Manufacturers Association, Inc.
- Japan Auto Parts Industries Association
- Japan Automobile Importers Association
- Japan Automotive Service Equipment Association
- Automobile Inspection & Registration Association
- Japan Auto-Body Industries Association, Inc.
- The Japan Automobile Tyre Manufacturers Association, Inc.
- Flat Glass Manufacturers Association of Japan
- Japan Land Engine Manufacture Association

Cooperation organization
- National traffic safety and environment laboratory
- The Japan Automobile Research Institute
- Society of Automotive Engineers of Japan, Inc.

JASIC activities
1. Harmonization activities for WP29
2. Harmonization activities for Asia
3. Public relations
2) Harmonization activities for WP29 in JASIC
1. To propose new ECE
2. To modify old ECE

To introduce ECE Reg.

JASIC Committee

Harmonization of Reg.

Mutual Recognition of Approvals

UN/WP29 + GRs

1. JASIC G/I Meeting
2. ODA/JICA Seminar
3. Public Relations etc.

Support Asian Countries to participate in WP29

MLIT
Contribution to WP29 activities - 1

Since JASIC was established in 1987, we have been promoting worldwide harmonization work

1) JASIC contributed to the harmonization work at WP29, especially in the following areas

- Passenger Brake
- Installation of lighting and light-signaling devices

2) JASIC contributed to modify 1958 Agreement. As a result, the door was opened to the world.
Output of JASIC activity

- Continuously increase the number of applying ECE regulations based on the 1958 Agreement
  - Applying 37 regulations in JAPAN
- Actively take part in the work to establish gtrs based on the 1998 Agreement
  - Contribution to develop 5gtrs and SR1
- Support the new activities on ITS
  - ITS informal meetings and reported in March 2007
- Welcome the moves in Asian countries towards activities under WP29
  - Welcome several new member countries
2. Long term action program of JASIC

2015
The Contracting Parties to the 1958 Agreement agree with the elements for mutual recognition of a whole vehicle certification.

Establish 12 gtrs, New gtrs unified with UN/ECE Regulations.
Approach to GOAL

**GOAL in FY2015**

1958 Agreement
UN/ECE regulation

- **Recommended regulations**
- **Elements for mutual recognition of a whole vehicle certification**

- **Filling the gap**

Safety regulation for Road vehicle
Current status of JAPAN
Type designation system

*Recommended as regulation necessary for mutual recognition of the whole vehicle certification. Studies shall be started M1 category.*
Recommended as regulation necessary for M1 category

51 ECE regulations

Elements for mutual recognition of the whole vehicle certification

- Vehicle type
- Category
- Weight
- Dimension
- Application documents
- Test condition
- Unique regulation
Final image of JASIC future activity

Vehicle type approval system

Certificates for Technical requirements = UN/ECE Regulations

UN/ECE/1958 Agreement
ECE regulation
E Marking
C O P

MRA under 1958 Agreement

MRA in 2015
Framework of Mutual Recognition of Whole Vehicle Type Approval

Whole Vehicle Type Approval System

- Initial assessment for applicant
- Approval test of components or parts
- Approval test of whole Vehicle

Certificates

Certificate

Production

Assembly

COP

Audit

COC

Vehicle Registration

In Use

Periodical inspection

Maintenance

Already stipulated under the 1958 agreement

Responsibility

- Government
- Technical Service
- Manufacturer
- Applicant
- User

New/Modified Agreement?
3. MRA and Vehicle Type Approval system under the 1958 Agreement
Vehicle type approval

• Vehicle type approval is a system whereby the government assures that every motor vehicle has complied with the technical regulations concerning safety, the environment, etc. before motor vehicles are registered.
Key Element to use a vehicle on the road

Registration

Elements to be considered
- Tax
- Road
- Driver
- Insurance
- Periodical Inspection
- Maintenance system
- Safety and Environment

Vehicle Type Approval System

Certificates for Technical requirements
= UN/ECE Regulations

MRA

- UN/ECE/1958 Agreement
- ECE regulation
- E Marking
- COP

You can drive on the road!!
Certification Process-1

Registration

Drive on the road

Issue of certification for motor vehicle

One ministry (Ex., Ministry of transport)

Gathering each certificate

Other ministry or technical service or Test institute

Test and authorize on parts or performance in vehicle

Safety item
- Seat belt
- Seat
- Brake etc

Environment item
- Emission
- Smoke
- Noise etc
Certification Process-2

Manufacturer

Application

Approval Authority
Examines and tests where necessary verifies, Verifies measures to ensure Conformity of Production, Grants APPROVALS

A package of separate certificates according to UN/ ECE Regulations

CERTIFICATE of VEHICLE TYPE APPROVAL

REGISTRATION and the Vehicle Type-Approved entering into service
Conformity of production
specified in Appendix 2 of the 1958 Agreement

1. Initial assessment

   ISO 9002 or equivalent accreditation standard

2. Conformity of production

   The existence of adequate arrangements and documented control plans

   para 2.3. Requirements for the holder of the approval

   para 2.4. Requirements for the authority
# List of administrative department and technical services (TRANS/WP29/343/Rev.XX)

<table>
<thead>
<tr>
<th>Contracting party</th>
<th>Administrative department</th>
<th>Technical service</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E₁</strong> GERMANY</td>
<td>1 administrative department</td>
<td>33 technical services</td>
</tr>
<tr>
<td><strong>E₁₃</strong> LUXEMBOURG</td>
<td>2 administrative departments</td>
<td>4 technical services</td>
</tr>
<tr>
<td><strong>E₃₁</strong> BOSNIA AND HERZEGOVINA</td>
<td>1 administrative department</td>
<td>——</td>
</tr>
<tr>
<td><strong>E₄₃</strong> JAPAN</td>
<td>1 administrative department</td>
<td>1 technical service</td>
</tr>
<tr>
<td><strong>E₄₄</strong> AUSTRALIA</td>
<td>——</td>
<td>——</td>
</tr>
</tbody>
</table>
Designated Administrative Department and Designated Technical Service
Indicated in the document of TRANS/WP.29/343/Rev.XX

<table>
<thead>
<tr>
<th>ECE symbol</th>
<th>Country</th>
<th>Date of country application</th>
<th>Designated Administrative Department(s)</th>
<th>Designated Technical Service(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 1</td>
<td>GERMANY</td>
<td>11.5.08</td>
<td>1A</td>
<td>15A; 16A; 16; 17A; 18A; 19A; 20A</td>
</tr>
<tr>
<td>E 2</td>
<td>FRANCE</td>
<td>11.5.08</td>
<td>1A</td>
<td>20A</td>
</tr>
<tr>
<td>E 3</td>
<td>ITALY</td>
<td>11.5.08</td>
<td>1A</td>
<td>15A; 16A; 17A; 18A; 19A; 20A</td>
</tr>
<tr>
<td>E 4</td>
<td>NETHERLANDS</td>
<td>11.5.08</td>
<td>4A</td>
<td>40A; 49A; 50A; 55A; 57A; 59A; 61A; 65A</td>
</tr>
<tr>
<td>E 5</td>
<td>SWEDEN</td>
<td>11.5.08</td>
<td>8A</td>
<td></td>
</tr>
<tr>
<td>E 6</td>
<td>BELGIUM</td>
<td>11.5.08</td>
<td>1A</td>
<td>20A</td>
</tr>
<tr>
<td>E 7</td>
<td>KOREA</td>
<td>11.5.08</td>
<td>7A</td>
<td>70A; 710</td>
</tr>
<tr>
<td>E 8</td>
<td>CZECH REPUBLIC</td>
<td>11.5.08</td>
<td>8A</td>
<td>8A; 8B</td>
</tr>
<tr>
<td>E 9</td>
<td>SPAIN</td>
<td>11.5.08</td>
<td>18A</td>
<td>18A</td>
</tr>
<tr>
<td>E 10</td>
<td>SERBIA AND MONTENEGRO</td>
<td>11.5.08</td>
<td>15A</td>
<td>13A; 14A; 17A; 18A</td>
</tr>
<tr>
<td>E 11</td>
<td>UNITED KINGDOM</td>
<td>11.5.08</td>
<td>11A</td>
<td>11A; 11B; 11; 11F; 11O; 11T; 11L; 11M; 11N</td>
</tr>
<tr>
<td>E 12</td>
<td>AUSTRIA</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 13</td>
<td>LUXEMBOURGS</td>
<td>11.5.08</td>
<td>15A</td>
<td>15A</td>
</tr>
<tr>
<td>E 14</td>
<td>SWITZERLAND</td>
<td>11.5.08</td>
<td>11A</td>
<td>14A; 15A</td>
</tr>
<tr>
<td>E 15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 16</td>
<td>NORWAY</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 17</td>
<td>FINLAND</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 18</td>
<td>DENMARK</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 19</td>
<td>ROMANIA</td>
<td>11.5.08</td>
<td>18A</td>
<td>18A</td>
</tr>
<tr>
<td>E 20</td>
<td>POLAND</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 21</td>
<td>PORTUGAL</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 22</td>
<td>RUSSIAN FEDERATION</td>
<td>11.5.08</td>
<td>25A</td>
<td>22A</td>
</tr>
<tr>
<td>E 23</td>
<td>GREECE</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 24</td>
<td>IRELAND</td>
<td>14.7.91</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 25</td>
<td>CROATIA</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 26</td>
<td>SLOVENIA</td>
<td>11.5.08</td>
<td>25A</td>
<td>26B</td>
</tr>
<tr>
<td>E 27</td>
<td>SLOVAKIA</td>
<td>11.5.08</td>
<td>25A</td>
<td>26B</td>
</tr>
<tr>
<td>E 28</td>
<td>BELARUS</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 29</td>
<td>ESTONIA</td>
<td>11.5.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 31</td>
<td>BOSNIA AND HERZEGOVINA</td>
<td>11.8.98</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 32</td>
<td>LATVIA</td>
<td>18.1.99</td>
<td>31A</td>
<td>31A</td>
</tr>
<tr>
<td>E 33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 34</td>
<td>BULGARIA</td>
<td>21.1.99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 35</td>
<td>LITHUANIA</td>
<td>29.3.02</td>
<td>36A</td>
<td>36A</td>
</tr>
<tr>
<td>E 36</td>
<td>TURKEY</td>
<td>11.6.99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 37</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 38</td>
<td>AZERBAIJAN</td>
<td>14.6.02</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 39</td>
<td>F.Y.R. OF MACEDONIA</td>
<td>11.5.09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 40</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 41</td>
<td>EUROPEAN COMMUNITY</td>
<td>11.5.09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 42</td>
<td>JAPAN</td>
<td>21.11.80</td>
<td>43A</td>
<td>43B</td>
</tr>
<tr>
<td>E 43</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 46</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 47</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 48</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 49</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E 51</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

By virtue of accession to the Agreement by the European Community, Approvals are granted to its Member States using their respective ECE symbol. By virtue of accession to the European Union on 1 May 2004.
Vehicle Type approval system under 1958 Agreement

Certificate of vehicle type approval system

Requirements

Adopted ECE regulations
- Equipment A (ECE R---)
- Equipment B (ECE R---)
- Equipment C (ECE R---)

Registration

1958 Agreement Contracting Party

Adopted ECE regulations
- Equipment A (ECE R---)
- Equipment B (ECE R---)
- Equipment C (ECE R---)

MRA under the 1958 Agreement
4. UN/ECE/WP29 and 1958 Agreement
-Right and Duty-
Subject to be considered for the implementation of type approval system as Contracting Party to the 1958 Agreement

- Rule Making Process in line with 1958 Agreement
- Participation in ECE/WP29 discussion
  - Human Resources
- Certification System
  - Administrative body
  - Qualification system of Application Body
- Technical Service
  - Human resources
  - Facility
  - COP
TERMS OF REFERENCE OF WP.29

Initiate and pursue actions aiming at the harmonization or development of technical regulations or amendments to such regulations

-Foster the reciprocal recognition of approvals, certificates and periodical technical inspections among Contracting Parties

-Serve as the specialized technical body for the relevant Agreements established under the auspices of UN-ECE

-Foster world-wide participation in its activities by encouraging cooperation and collaboration with countries not yet participating in WP.29 activities

-Encourage all its participants to apply or adopt into their law world-wide harmonized technical regulations
Principal Elements of 1958 Agreement
Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)
2. Technical requirements and test methods (Article 1 para.2)
3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)
4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)
5. Conditions for ensuring conformity of production (COP) (Appendix 2)
Principal Elements of 1958 Agreement
Summary-2

Eligibility to become Contracting Party (Article 6)
- Members of UN/ECE
- Members of UN
- Regional Economic Integration Organizations (REIOs) that participate in UNECE activities

Administrative Committee (AC1) (Article 1 para.1-2)
- ECE regulations (new and amendment) are established by Vote of two-thirds majority of Contracting Parties.
- Established ECE regulations enter into force within six-month
Principal Elements of 1958 Agreement
Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)

2. Technical requirements and test methods (Article 1 para.2)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)

4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)

5. Conditions for ensuring conformity of production (COP) (Appendix 2)
1. Application of the ECE Regulations Under Type Approval System

Type Approval pursuant to a Regulation means…

-An administrative procedure by the authorities of Contracting Party

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

-then the manufacturer certifies that each vehicle or part on the market were produced to be identical with the approved product
Elements of 1958 Agreement -1(cont’d)

1. Application of the ECE Regulations
   Under Type Approval System

   Alternative procedure for applying the Regulation

   - There could be various administrative procedures alternative to
type approval

   - Self-certification is generally known and applied as an alternative
procedure applied in certain Member States of ECE.

   Self-certification:
The manufacturer certifies, without any preliminary administrative
control, that each product put on the market conforms to the
given Regulation; the competent administrative authorities may
verify by random sampling on the market that the self-certified
products comply with the requirements of the given Regulation.
Principal Elements of 1958 Agreement
Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)

2. Technical requirements and test methods (Article 1 para.2)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)

4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)

5. Conditions for ensuring conformity of production (COP) (Appendix 2)
Elements of 1958 Agreement -2

2. Technical Requirements and Test Methods

(extract from Article 1 para.2)

The Regulation shall cover the following:

(a) Wheeled vehicles, equipment or parts concerned;

(b) Technical requirements, which if necessary may include alternatives;

(c) Test methods by which any performance requirements are to be demonstrated;

(d) Conditions for granting type approval and their reciprocal recognition including any approval markings and conditions for ensuring conformity of production.

(e) The date(s) on which the Regulation enters into force.
Principal Elements of 1958 Agreement

Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)

2. Technical requirements and test methods (Article 1 para.2)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)

4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)

5. Conditions for ensuring conformity of production (COP) (Appendix 2)
Elements of 1958 Agreement -3

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

1) Establishment of new regulation

When a regulation is established

- The Administrative Committee (A.C.1) communicates it to the Secretary-General of the United Nations.
- Then the Secretary-General notify the Regulation to the Contracting Parties.

The Regulation will be considered as adopted

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

When a Regulation has been adopted

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

The adopted Regulation shall enter into force

- On the date(s) specified as a Regulation for all Contracting Parties for all Contracting Parties which did not oppose to the Regulation.
Elements of 1958 Agreement -3 (Cont’d)

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

2) Amendment of the existing regulation

- Idea of alternatives within the existing regulations

  - Where necessary, an amendment may include the existing requirements as an alternative
  
  - Contracting Parties specify which alternatives within the Regulation they apply.
  
  - Contracting Parties applying alternative(s) do not have to accept approvals to preceding alternative(s)
  
  - Contracting Parties applying only the latest version of the regulation do not have to accept approvals to preceding amendments or to unamended Regulations.
  
  - Contracting Parties applying an earlier series of amendments or the unamended Regulation shall accept approvals granted to a later amendment series.

- When an amendment to a regulation is established

  - The Administrative Committee (A.C.1) communicates it to the Secretary-General of the United Nations.
  
  - Then the Secretary-General notify the Regulation to the Contracting Parties applying the Regulation
An amendment to a Regulation is considered and adopted - unless more than one-third of the Contracting Parties applying that Regulation inform the Secretary-General of their disagreement with the amendment within six months from the notification.

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

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

- the unamended Regulation will be regarded as an alternative to the amended Regulation.

- it will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force.
**Elements of 1958 Agreement -3 (Cont’d)**

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

3) Voting procedure

To establish a new regulation

- Proposed new Regulations shall be put to the vote.
- Each country, Contracting Party to the Agreement shall have one vote
- A quorum consisting of not less than half of the Contracting Parties is required
  *the regional economic integration organizations, being Contracting Parties to the Agreement, vote with the number of votes of their Member States*
- New Draft Regulation is established by a two-thirds majority of those present and voting
To establish an amendment to the existing regulations

- Proposed amendments to Regulations shall be put to the vote

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

- A quorum of not less than half of the Contracting Parties applying the Regulation is required
  * the regional economic integration organizations, being Contracting Parties to the Agreement, vote with the number of votes of their Member States

- Draft Amendments to Regulations shall be established by a two-thirds majority of those present and voting
The process of making ECE regulations

Proposal for an amendment to an ECE regulation

Submit proposal

Proposal for draft amendment

WP29 consideration

Voting by AC1 (2/3 majority of Contracting Parties applying the regulation)

Publication of the amendment of ECE Regulation

Entry into force in the Contracting Parties applying the regulation

6 months

(11 weeks before WP29)

(3 times a year)

(3 times a year)
Principal Elements of 1958 Agreement
Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)

2. Technical requirements and test methods (Article 1 para.2)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)

4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)

5. Conditions for ensuring conformity of production (COP) (Appendix 2)
4. Conditions for granting type approval and their mutual recognition including approval markings

Each Contracting Party applying Regulations largely through type approval shall grant the type approvals and approval markings described in any Regulation for the types of wheeled vehicles, equipment or parts covered by the Regulation, provided that it has the technical competence and is satisfied with the arrangements for ensuring conformity of the product with the approved type as set out in Appendix 2. Each Contracting Party applying a Regulation through type approval shall refuse the type approvals and approval markings covered by the Regulation if the above-mentioned conditions are not complied with.
Principal Elements of 1958 Agreement
Summary-1

Major Constitution of 1958 Agreement

1. Application of the ECE Regulations under type approval system (Article 1 para.1)

2. Technical requirements and test methods (Article 1 para.2)

3. Development/Amendment of Regulation for wheeled vehicle, equipment or parts (Article 1 paras.2-4, Article paras. 1-2, Article 12 paras. 1-3, Appendix 1)

4. Conditions for granting type approval and their mutual recognition including approval markings (Article 1, paras. 5-6, Article 2, Article 3, Article 4, Article 5)

5. Conditions for ensuring conformity of production (COP) (Appendix 2)
Elements of 1958 Agreement

5. Conditions for ensuring conformity of production (COP)

Appendix 2

Initial assessment
– ISO 9002 or equivalent accreditation standard

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

stated in the Appendix 2 of 1958 Agreement

After granting type approval…

“Every vehicle, equipment or part approved under Regulation annexed to this Agreement must be so manufactured as to conform to the type approved by meeting the requirements of this Appendix and of the said Regulation.” (Para. 2.1)

“The authority which has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications must be consistent with the arrangements (if any) accepted under paragraph 1.2. or 1.3. of this Appendix and be such as to ensure that the relevant controls are reviewed over a period consistent with the climate of trust established by the approval authority.” (Para. 2.4)

In order to verify the conformity…

• Requirements for the holder of type approval (Para.2.3)
• Rights and Requirements for the approval authority (Para.2.4)
Conformity of production specified in Appendix 2 of the 1958 Agreement

Requirements for the Holder of the Approval

2.3.1. Ensure the existence of procedures for effective control of the conformity of products (vehicles, equipment or parts) to the type approval;

2.3.2. Have access to the testing equipment necessary for checking the conformity to each approved type;

2.3.3. Ensure that the test results’ data are recorded and that annexed documents remain available for a period to be determined in agreement with the approval authority. (max. 10 years)

2.3.4. Analyze results of each type of test, in order to verify and ensure the stability of the product characteristics, making allowance for variation of an industrial production;

2.3.5. Ensure that for each type of product, at least the checks prescribed in this Appendix and the tests prescribed in the applicable Regulations are carried out;

2.3.6. Ensure that any set of samples or test pieces giving evidence of nonconformity in the type of test in question gives rise to a further sampling and test. All the necessary steps must be taken to restore conformity of the corresponding production.
Conformity of production specified in Appendix 2 of the 1958 Agreement

Rights and Requirements for the Authority

2.4.1. At every inspection, the test records and production records must be available to the visiting inspector.

2.4.2. Where the nature of the test is appropriate, the inspector may select samples at random to be tested in the manufacturer’s laboratory (or by the Technical Service where the Regulation annexed to this Agreement so provides). The minimum number of samples may be determined according to the results of the manufacturer’s own verification.

2.4.3. Where the level of control appears unsatisfactory, or when it seems necessary to verify the validity of the tests carried out in application of paragraph 2.4.2., the inspector must select samples to be sent to the Technical Service which conducts the type approval tests.

2.4.4. The approval authority may carry out any check or test prescribed in this Appendix or in the applicable Regulation annexed to this Agreement.

2.4.5. In cases where unsatisfactory results are found during an inspection, the approval authority must ensure that all necessary steps are taken to restore conformity of production as rapidly as possible.
Conformity of Production (COP) Procedures

Initial Assessment <before granting type approval>

- ISO9002 or relevant accreditation
- Manufacturer
- Administrative Authority
- Existence of satisfactory arrangements and procedures for ensuring effective control so that vehicles, equipment or parts when in production conform to the approved type
- An approval authority of another Contracting Party to the Agreement
Elements of 1958 Agreement

Conformity of production (COP) Procedures

Manufacturer (holder of the approval)

At every inspection

Select samples and send them to technical service to be checked

Test records and production records

Inspector

Where the level of control appears unsatisfactory

Select samples at random to be tested

Where the nature of the test is appropriate
Approval Authority and Technical Service

(defined in the document ECE/TRANS/WP29/1059)

“Approval Authority” means the authority of a Contracting Party with competence for all aspects of the approval of wheeled vehicles, equipment and parts, for issuing and, if appropriate, withdrawing approval certificates, for acting as the contact point for the Approval Authorities of other Contracting Parties, for designating the Technical Services and for ensuring that the manufacturer meets the obligations regarding the conformity of production.

“Technical Service” means an organization or body designated by the Approval Authority of a Contracting Party as a testing laboratory to carry out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections on behalf of the Approval Authority, it being possible for the Approval Authority itself to carry out those functions.
Rule making: Rights

- Participate in the voting of UN-ECE regulations
  * establishment of new regulations
  * amendments to existing regulations
- Choose the UN-ECE regulations to apply
- Cease applying the regulations
- Apply the UN-ECE regulations anytime
• Declare to the UN Secretary-General concerning the UN-ECE regulations to apply
• Apply the adopted new regulation if not opposing to it
• Apply the adopted amendment to the regulation which you apply if not opposing to the amendment
• Grant type approvals and approval markings
• Advise the competent authorities of non-conformity to the approved types
• Prohibit the sale and use in case of non-conformity
• Accept the type approval issued by the other Contracting Party
• Confirm the COP when granting type approvals
• Take measures against the non-conformity to the approved type in case of receiving such information
Follow up ECE regulation and WP29

UN/ECE

WP29 and GR

Attend the meeting and
Get new information on ECE

Proposal amendment
ECE or new ECE

If your country adopted
ECE regulation……

Revise regulation in your
country

Prepare for certification

Entry into force

Start MRA under 1958 Agreement

Accept and publish certificate

Entry into force in
your country
Brochure "WP29-How it works/How to Join it"

Contents:
History and organization of UN/ECE/WP29
Terms of Reference and Rules of Procedure of WP29
Whole text of
the 1958 Agreement,
the 1997 Agreement,
and the 1998 Agreement

This brochure is available on the UN/ECE website:

ADVANTAGES OF ACCESSION TO THE 1958 AGREEMENT AND ADOPTION OF ECE REGULATIONS

1. Promotes the export of vehicles and their parts from your country

2. Prevents your country from distributing the poor level of vehicles and their parts under the framework of the international mutual recognition system

3. Improves the technical level and capability of quality control of the manufacturers

ACHIEVEMENT OF THE VEHICLE WITH ENVIRONMENT AND SAFETY PERFORMANCE AT GLOBAL LEVEL IN YOUR COUNTRY
Subject to be considered
for the implementation of type approval system
as Contracting Party to the 1958 Agreement

- Rule Making Process in line with 1958 Agreement
- Participation in ECE/WP29 discussion
  Human Resources
- Certification System
  Administrative body
  Qualification system of Application Body
- Technical Service
  Human resources
  Facility
  COP
Thank you for your attention

Japan Automobile Standards
Internationalization Center

Contact address:
jasic@jasic.org
The UN 1958 Agreement on vehicle regulations

New Delhi, India 27 and 28 September 2007

By Juan RAMOS-GARCIA,
Chief, Technology Section
Transport Division, Economic Commission for Europe
WP. 29: How everything started

• Created in 1952 as a Working Party of experts on technical requirements of vehicles.
• 1956 Rome Agreement: first step to harmonize vehicle regulations.
• The 1958 Agreement (20 June 1959) on uniform conditions of approval and mutual recognition of approvals of vehicles, components and parts.
  – Active and passive safety
  – Protection of the environment
  – Anti-theft protection
WP. 29: World Forum for Harmonization of Vehicle Regulations

• The 1958 Agreement
• The 1997 Agreement (27 January 2001) on periodical technical inspections
• The 1998 Global (Parallel) Agreement (25 August 2000) on global technical regulations
• In 2000 WP.29 became the World Forum for Harmonization of Vehicle Regulations
Participation in WP.29

• Open to all UN Member States and Regional Economic Integration Organizations (EC)
  – Governments and Technical services
• Inter-Governmental Organizations
• Non-Governmental Organizations
  – ISO, Road Users, Vehicle and spare parts Manufacturers, Consumers ...
WP. 29: Organization

- Administrative Committee (WP.29/AC.2)
- 6 Subsidiary Bodies, technical Working Parties
  - Active safety: - Lighting and light-signalling devices (GRE)
    - Braking and running gear (GRRF)
  - Passive Safety (GRSP)
  - Environmental protection: - Pollution and Energy (GRPE)
    - Noise (GRB)
  - General safety (GRSG)
- Informal groups of experts
WP. 29: Organization

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE UN/ECE

INLAND TRANSPORT COMMITTEE (ITC)

WORLD FORUM FOR HARMONIZATION OF VEHICLE REGULATIONS (WP.29)

GRPE
Working Party on Pollution and Energy

GRSG

GRRF
Working Party on Brakes and Running Gear

GRE
Working Party on Lighting and Light-Signalling

GRB
Working Party on Noise

GRSP
Working Party on Passive Safety
Agreements administered by WP.29 (1)

- Concluded under UNECE auspices
- International law
- Elaborated by consensus
- Main legal text, Technical Annexes
- Amended as the needs arise
- The Depositary is the UN S-G.
- Follow well-established UN legal procedures
Agreements administered by WP.29 (2)

• Open to all UN Member States and REIO
• Many non-ECE States are already Parties
• To become a Party, deposit an instrument with the S-G
• No accession fee
Agreements administered by WP.29 (3)

- 1958 Agreement on construction of vehicles their type approval and their mutual recognition (Revised 1995)
- 1998 Agreement (parallel) on construction of vehicles
- 1997 Agreement on periodical technical inspections of registered vehicles
The 1958 Agreement (1)

Objectives:

Increase vehicle and road safety, vehicle environmental performance and facilitate vehicles’ trade through:

- Uniform prescriptions for vehicles and their parts (UNECE Regulations annexed to the Agreement)
- Type approval of vehicles and their parts
- Reciprocal recognition of approvals granted
1958 Agreement (2)

Key Provisions (1)

• Regulations are a part of the Agreement. They are international law

• CPs are free to be bound by all, some or no Regulation

• Regulations apply to vehicles and their parts
1958 Agreement (3)

Key Provisions (2)

Regulations to include:

• technical prescriptions and alternative requirements as appropriate
• test methods and conditions for granting type approvals
• type approvals and their mutual recognition,
• markings
• prescriptions for conformity of production
1958 Agreement (4)

Key Provisions (3)

• Tests conducted by approved technical services
• Designated Administrative Departments grant type-approvals, if tests are passed
• Mutual recognition for CPs applying a Regulation
• Open to self certification procedures, but focused on type approval
1958 Agreement (5)

Key Provisions (4)

• Adoption of a new Regulation by 2/3 majority of the Administrative Committee (AC.1)

• The UN S-G. notifies new Regulation to CPs.

• New Regulations apply to all CPs that do not notify to the S-G. their objection

• Same procedure for updating of Regulations
1958 Agreement (6)

Key Provisions (5)
Being a Contracting Party:
• Not obliged to apply existing Regulations
• Not obliged to apply new Regulations
• Elaboration of new Regulations and on the amendment of the existing ones
• Possibility to apply/cease Regulations
1958 Agreement (7)

• 127 Regulations annexed to the Agreement

• Amendment work: 60-70 Regulations amended per year to updated them
1958 Agreement (8)

Contracting Parties: 45 States + European Community
(Germany, France, Italy, Netherlands, Sweden, Belgium, Hungary, Czech Republic, Spain, Serbia and Montenegro, UK, Austria Luxembourg, Switzerland, Norway, Finland, Denmark, Romania, Poland Portugal, Russian Federation, Greece, Ireland, Croatia, Slovenia, Slovakia, Belarus, Estonia, Bosnia and Herzegovina, Latvia, Bulgaria, Lithuania, Turkey, Azerbaijan, Macedonia, EC, Japan, Australia, Ukraine, South Africa, Cyprus, Malta, Rep. of Korea, Malaysia, Thailand and Montenegro)

Indonesia, Philippines and India are considering to accede to the Agreement
Other countries participate in WP.29’s work
Some countries apply UNECE Regulations on a national basis (no mutual recognition)
Why to become a Contracting Party to the 1958 Agreement? (1)

• Participation in the regulatory process influencing it
  – By Governments and their technical services,
  – National manufactures

• Possibility of granting approvals concerning Regulations applied by the country

• Approvals granted are accepted by the other CPs applying the Regulation
Why to become a Contracting Party to the 1958 Agreement? (2)

• Facilitates putting vehicles into other markets
  – European Communities are referring to the prescriptions of the UNECE Regulations in its law (CARS 21 report)
• Increase vehicle safety and environmental performance
• Participation in the decision making procedure affecting vehicle construction
Why to become a Contracting Party to the 1958 Agreement? (3)

- Need to base national/regional requirements on well established international UNECE Regulations
- UNECE Regulations provide mechanism for mutual recognition
- Reduce administrative certification burden
How to become a Contracting Party to the 1958 Agreement? (1)

• Who?
  All UN countries can become CPs (Article 6)
  Regional economic integration organizations of that countries
  No fee requested
  Free participation in WP.29 and its SBs
  Each country has a vote in the decision-making process.
How to become a Contracting Party to the 1958 Agreement? (2)

• The Agreement is closed for signature.
• Eligible States may become parties to the Agreement by expressing their consent to be bound through either:
  – **Ratification, acceptance or approval:** if a State has signed a treaty, it may become a party by depositing an instrument of ratification, acceptance or approval with the Secretary-General; OR
  – **Accession:** if a State has not signed a treaty, it may become a party by depositing an instrument of accession with the Secretary-General.
Requirements for a valid instrument of ratification, acceptance, approval or accession

• Agreement must be identified
• Declaration of undertaking
  – Expression of intent of the Government to be bound by the Agreement and to undertake faithfully to observe and implement its provisions.
• Issued and signed
  – Head of State or Government or the MFA or by a person exercising the power of one of these authorities ad interim.
• Dated
Model of an instrument of accession

WHEREAS the [title of agreement] was concluded [adopted, etc.] at [place] on [date],

NOW THEREFORE I, [name and title of the head of State or Government or MFA), declare that the Government of [name of State], having considered the above mentioned [agreement], accedes to the same and undertakes faithfully to perform and carry out the stipulations therein contained.

IN WITNESS WHEREOF I have signed this instrument of accession at [place] on [date].

[Signature]
### 1958/1998 Agreements Comparison

<table>
<thead>
<tr>
<th></th>
<th>1958</th>
<th>1998</th>
</tr>
</thead>
<tbody>
<tr>
<td>Almost global</td>
<td>Almost global</td>
<td>Expected to be global over time</td>
</tr>
<tr>
<td>Certification</td>
<td>Certification</td>
<td>No certification</td>
</tr>
<tr>
<td>Mutual recognition of certification</td>
<td>No mutual recognition</td>
<td></td>
</tr>
<tr>
<td>Free choice to accept, refuse, mandate, but once a CP has signed a Regulation, it must at least accept</td>
<td>In effect, virtually since as 1958 Agreement, but CP are expected to mandate</td>
<td></td>
</tr>
<tr>
<td>Different levels of stringency not automatically foreseen – but provisions exist</td>
<td>Different levels of stringency foreseen – but unknown how it will work</td>
<td></td>
</tr>
<tr>
<td>System in effect since long time with good experience</td>
<td>Brand new system, no experience thus far</td>
<td></td>
</tr>
<tr>
<td>Short to long international harmonisation potential</td>
<td>Long term harmonisation potential</td>
<td></td>
</tr>
</tbody>
</table>
1958 Agreement offers best short + medium term opportunities and equal opportunities for long term
1998 Agreement offers medium + long term opportunities
Both Agreements are complementary to each other
Need to join both in order to influence further development
The World Forum for Harmonization of Vehicle Regulations (WP.29)

Aiming at the harmonization of technical regulations world-wide

www.unece.org/trans/main/welcwp29.htm
THANK YOU FOR YOUR ATTENTION
Type Approval System and Technical Service in Japan

Susumu UMEZAWA
Independent Administrative Institution
National Traffic Safety and Environment Laboratory
Sep 28, 2007
Content of the Presentation:

1. Role and Organization of NTSEL

2. Automobile Type Approval System
   (Vehicle and Equipment Type Designation)

3. Technical Service

4. Type Approval Tests Facilities
1. Role and Organization of NTSEL
The Role of NTSEL

Automobiles, railways, and other means of transportation are indispensable to our everyday life. However, we are facing serious social problems including traffic accidents, air pollution and global warming.

The National Traffic Safety and Environment Laboratory (NTSEL) contribute to a safe and Environmentally friendly traffic circumstance through activities such as research and automobile type approval tests.
National Traffic Safety and Environment Laboratory

Laboratory Contributing to Safety and Environmental Measures of Japanese Government

Analysis of Accident Causes

Cooperation in Drafting Safety and Environmental Regulations

Improvement and Enhancement of Public Transportation Systems

Contract & Joint Research

Government (Ministry of Land, Infrastructure and Transport, Ministry of Environment and Other Government Agencies)

Private Sector (Research Organizations and Companies)

Universities and Other Institutions

Activity for harmonization of automobile regulation

Reciprocal Recognition of Mutual Certification within Framework of the UN

Japan’s Only Automobile Type Approval Test Organization Featuring Fairness and Neutrality

Examination of Conformity with National Safety and Environmental Regulations

Automobiles

Equipment

Overseas Organizations, Universities, (Research Organizations, UN and others)

Japan’s Only Recall technical Verification Organization Featuring Fairness and Neutrality

Technical Verification for automobile recall

Cooperation with Foreign Automobile Certification Testing Organizations

Ministry of Land, Infrastructure and Transport

Automobile Manufacturers / Equipment Manufacturers

Cooperation in Drafting Safety and Environmental Regulations

Improvement and Enhancement of Public Transportation Systems
Organization of NTSEL

Number of Employees: 96
Capital: 22600 million yen invested entirely by the Government
Budget: 4110 million yen in FY2007
Principal Areas of Research in Environment Research Department

To improve and preserve the global and local environments and to save energy resources, the Environment Research Department works toward an understanding of the actual situations of automobile emission gases, fuel consumption ratio, and noises; establishes their measurement methods; analyses ways of reducing the environmental load; researches and develops automobile technical standards, and conducts tests and investigations.

- After treatment systems, Urea SCR system and DPF
- Assessment Technique of Automobile Energy Consumption Efficiency
- Environmental Performance Evaluation with Chassis Dynamometer Test etc.
Principal Areas of Research in Traffic System Research Department

It is necessary to promote a public transportation system that is safe, with a smaller environmental load to prevent global warming, and to reduce the number of fatalities from traffic accidents. The Traffic System Research Department evaluates advanced public transportation systems before their commercialization and studies the expected effects of their introduction on society.

The Department also researches the safety and convenience of new technologies developed for railways, cableways, and buses.

- Research on Safety of Cable-driven Transportation Systems etc.
Major Fields of Research in Automotive Safety Research Department

To secure and improve the automobile safety performance crashworthiness vehicle maneuverability, braking performance, lighting performance, signaling system characteristics, and durability and reliability of the electromagnetic waves of the built-in vehicle mountable electrical devices are studied and tested.

Also, evaluation methods and technical standards that will accelerate commercialization of fuel cell vehicles are studied and tested.

• Research on Occupant Protection in Side Impact.
• Research on Pedestrian Safety.
• Analysis on Occupant Injuries at Collisions and Research on Crashworthiness Test methods etc.
Automobile Recall Technical Verification Department

Verification Test

The laboratory verify problem information and various investigation results from MLIT, and if necessary, carry out real car test at our facilities, in order to verify causes of problems, or reform measure concerning submission of recall inform to MLIT.
2. Automobile Type Approval System

( Vehicle and Equipment Type Designation )
BRIEF DESCRIPTION OF TYPE DESIGNATION STANDARDS FOR DEVICES IN JAPAN (Adoption)

1. PNEUMATIC TYRES FOR MOTOR CYCLES AND MOPEDS
2. PNEUMATIC TYRES FOR PASSENGER MOTOR VEHICLES
3. PNEUMATIC TYRES FOR TRUCKS, BUSES AND THEIR TRAILERS
3-2 OCCUPANT PROTECTIVE DEVICE IN COLLISION OF STEERING SYSTEM
4. LOCKING DEVICE FOR MOTOR CYCLES
4-2. LOCKING DEVICE FOR PASSENGER MOTOR VEHICLES
4-3. IMMOBILIZERS
5. BRAKE SYSTEM USE OF FOUR-WHEELED MOTOR VEHICLES
5-2. BRAKE SYSTEM USE OF MOTOR CYCLES AND MOPEDS
5-3. OCCUPANT PROTECTIVE DEVICE IN OFFSET COLLISION
6. OCCUPANT PROTECTIVE DEVICE IN LATERAL COLLISION
7. EXTERNAL PROJECTION
8. LUGGAGE RACKS OF EXTERNAL PROJECTIONS
9. RADIO RECEIVING AND TRANSMITTING AERIALS OF EXTERNAL PROJECTIONS
10. REAR UNDERRUN PROTECTIVE DEVICES (RUPDS)
11. INSTALLATION OF REAR UNDERRUN PROTECTIVE DEVICES
11-2. FRONT UNDERRUN PROTECTIVE DEVICES (RUPDS)
11-3. INSTALLATION OF FRONT UNDERRUN PROTECTIVE DEVICES
12. THE SEATS AND THEIR ANCHORAGES
13. THE SEATS AND THEIR HEAD RESTRAINTS
13-2. THE SEATS FOR BUSES
13-3. THE SEATS BELT ANCHORAGES
14. HEAD RESTRAINTS (HEADRESTS), WHETHER OR NOT INCORPORATED IN VEHICLE SEATS
14-2. CHILD RESTRAINMT
15. DOOR LATCHES AND DOOR RETENTION COMPONENTS
15-2. HEADLAMP (AFS)
16. HEADLAMP CLEANERS
17. INSTALLATION OF HEADLAMP CLEANERS
18. FRONT FOG LAMPS
18-2. CORNERING LAMPS
19. POSITION LAMPS
20. REAR POSITION LAMPS
21. STOP LAMPS
22. AUXILIARY STOP LAMPS
23. FRONT END-OUTLINE MARKER LAMPS
24. REAR END-OUTLINE MARKER LAMPS
25. SIDE-MARKER LAMPS
26. REAR FOG LAMPS
27. PARKING LAMPS
28. REVERSING LAMPS
29. FRONT REFLEX REFLECTORS
30. SIDE REFLEX REFLECTORS
31. REAR REFLEX REFLECTORS
31-2. LARGE-SIZED REAR REFLEX REFLECTORS
31-3. RETRO-REFLECTIVE MARKINGS
32. AUDIBLE WARNING DEVICES OF HORNS
33. HORNS
34. WARNING TRIANGLES
34-2. UNAUTHORIZED USE ALARM DEVICES
35. DIRECTION INDICATOR LAMPS
35-2. INSTALLATION OF LAMPS, REFLEXREFLECTORS AND DIRECTION INDICATOR LAMPS
36. REAR-VIEW MIRRORS FOR MOTOR CYCLES
37. INSTALLATION OF REAR-VIEW MIRRORS FOR MOTOR CYCLES
38. SPEEDOMETERS

As of Sep, 2007
BRIEF DESCRIPTION OF TYPE DESIGNATION STANDARDS FOR DEVICES IN JAPAN (Non-Adoption)

1. NOISE CONTROL DEVICE
2. EXHAUST EMISSION CONTROL DEVICE
3. HEAD LAMP
4. TACHOGRAPH
5. SPEED INDICATION DEVICE

As of Sep, 2007
## Adoption of UN/ECE regulation

**As of Sep, 2007**

<table>
<thead>
<tr>
<th>UN/ECE regulation</th>
<th>Date of adoption</th>
</tr>
</thead>
<tbody>
<tr>
<td>R3 Reflex Reflectors</td>
<td>Nov, 1998</td>
</tr>
<tr>
<td>R6 Direction Indicators</td>
<td>Mar, 2000</td>
</tr>
<tr>
<td>R7 Front and Rear Position (Side) Lamps, Stop Lamps, and End-Outline Marker Lamps</td>
<td>Nov, 1998</td>
</tr>
<tr>
<td>R11 Door Latches and Hinges</td>
<td>Sep, 2002</td>
</tr>
<tr>
<td>R12 Steering mechanism</td>
<td>Oct, 2004</td>
</tr>
<tr>
<td>R13H Braking (M1)</td>
<td>Nov, 1998</td>
</tr>
<tr>
<td>R14 Safety-belt Anchorages</td>
<td>Oct, 2006</td>
</tr>
<tr>
<td>R16 Safety-belt (regulation only)</td>
<td></td>
</tr>
<tr>
<td>R17 Seats</td>
<td>Sep, 2002</td>
</tr>
<tr>
<td>R19 Front Fog Lamps</td>
<td>Nov, 1998</td>
</tr>
<tr>
<td>R23 Reversing Lamps</td>
<td>Mar, 2000</td>
</tr>
<tr>
<td>R25 Head Restraints</td>
<td>Sep, 2002</td>
</tr>
<tr>
<td>R26 External Projections</td>
<td>Jun, 2001</td>
</tr>
<tr>
<td>R27 Warning Triangles</td>
<td>Mar, 2000</td>
</tr>
<tr>
<td>R28 Audible Warning Devices</td>
<td>Nov, 1998</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>R30</td>
<td>Pneumatic Tires (Passenger Vehicle)</td>
</tr>
<tr>
<td>R38</td>
<td>Rear Fog Lamps</td>
</tr>
<tr>
<td>R39</td>
<td>Speedometer</td>
</tr>
<tr>
<td>R45</td>
<td>Headlamp Cleaners</td>
</tr>
<tr>
<td>R48</td>
<td>Installation of Lights and Light-signaling devices</td>
</tr>
<tr>
<td>R54</td>
<td>Pneumatic Tires (Commercial Vehicle)</td>
</tr>
<tr>
<td>R58</td>
<td>Rear Underrun Protection</td>
</tr>
<tr>
<td>R62</td>
<td>Protection Against Unauthorized Use (Motor Cycle)</td>
</tr>
<tr>
<td>R70</td>
<td>Large-sized Rear Reflex Reflectors</td>
</tr>
<tr>
<td>R75</td>
<td>Pneumatic Tires (Moped, Motor Cycle)</td>
</tr>
<tr>
<td>R77</td>
<td>Parking Lamps</td>
</tr>
<tr>
<td>R78</td>
<td>Braking (L)</td>
</tr>
<tr>
<td>R80</td>
<td>Seat (Large Passenger Vehicle)</td>
</tr>
<tr>
<td>R81</td>
<td>Rear-view Mirrors (Motor Cycle)</td>
</tr>
<tr>
<td>R91</td>
<td>Side-marker Lamps</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>------------------------------------------------------</td>
</tr>
<tr>
<td>R93</td>
<td>Front Under Run Protection</td>
</tr>
<tr>
<td>R94</td>
<td>Protection of the Occupants in the event of a</td>
</tr>
<tr>
<td></td>
<td>Frontal Collision</td>
</tr>
<tr>
<td>R95</td>
<td>Protection of the Occupants in the event of a</td>
</tr>
<tr>
<td></td>
<td>Lateral Collision</td>
</tr>
<tr>
<td>R104</td>
<td>Retro-reflective Markings for Heavy and Long Vehicles</td>
</tr>
<tr>
<td>R116</td>
<td>Protection Against Unauthorized Use</td>
</tr>
<tr>
<td>R119</td>
<td>Cornering Lamps</td>
</tr>
<tr>
<td>R123</td>
<td>AFS</td>
</tr>
</tbody>
</table>
Automobile Tests

Examination of Conformity with the Standards Concerning Safety and the Environment

- Examination of Documents
- Test Using Vehicles

Certification of Equipment Type Designation

MLIT

Request Examination

Automobile Type Approval Department

Result Examination

Motor Vehicle Manufacture

Notice and Issue Certification on Vehicle Type Designation
3. Technical Service
National Traffic Safety and Environment Laboratory

Procedure of Type Approval

Manufacturer / Importer

1. Application form (by Electronic media or Paper)

MLIT (Administrative department)

2. Technical parts of application form

3. Presentation of Test samples

NTSEL (Examination in Test Service)

4. Test report

5. Type approval certification
Flow of Examination in Test Service

1. Worst case meeting
2. Verification of test vehicle
3. Preparation of motor vehicle
4. Enforcement of test
5. Final meeting
1. Worst Case Meeting
(a sample in the case of Lateral Collision Test)

- **Purpose**: Decision of test vehicle
  - The application vehicle is verified to decide the minimum test vehicle
  - The contents that are to be selected are Item A and Item B.
  - **Item A**: A test is necessary for each vehicle because the advantage/disadvantage cannot be judged when comparing the vehicles.
  - **Item B**: The test can be omitted because the advantage/disadvantage can be judged when comparing the vehicles.
Item A

1. Basic structure of vehicle frame, basic shape and section size
2. Vehicle structure
3. Presence of side air bag, etc.
4. Basic seating position of occupant
Item B

1. HP on driver’s seat & passenger seat design
2. Kind of side airbag, etc.
3. Kind of door and door trim
4. Distance between occupant and outermost side of door
5. Underbody
6. Ground clearance of vehicle
7. Reference mass
8. Piping route of fuel
9. Other specifications affecting performance
2. Verification of Test Vehicle

The test vehicle is verified for its identity with the application vehicle.

- Type
- Variant
- Chassis number
- Engine number
- Specification etc.
Test Method (Outline)

- The mobile deformable barrier is collided into the lateral side of a test vehicle in stationary position.
- The mobile deformable barrier speed at the moment of impact shall be 50±1 km/h.
- The dummy is mounted on the front seat of the struck side.
- The degree of injury to the dummy is verified after the collision.
- Items to be measured on the dummy: head performance criterion, chest deflection, chest injury, pubic symphysis peak force, abdominal peak force

...etc.
The Mobile Deformable Barrier
3. Preparation of Motor Vehicle

- The side windows on the struck side shall be closed.
- The doors shall be closed, but not locked.
- The transmission shall be placed in neutral and the parking brake disengaged.
- The comfort adjustments of the seats, if any, shall be adjusted to the position specified by the vehicle manufacturer.
- Tires shall be inflated to the pressure specified by the vehicle manufacturer.
- Vehicles with suspension enabling their ground clearance to be adjusted shall be tested under the normal conditions of use at 50 km/h as defined by the vehicle manufacturer.
4. Enforcement of Test (Before Lateral Collision Test)
Vehicle Condition (After Lateral Collision Test)
Performance Criteria (Dummy)

1. Head performance criterion (HPC): Less than or equal to 1000
2. Thorax performance criterion
   - Rib deflection criterion (RDC): Less than or equal to 42mm
   - Soft tissue criterion (VC): Less than or equal to 1.0 m/sec
3. Pelvis performance criterion
   - Pubic symphysis peak force (PSPF): Less than or equal to 6 kN
4. Abdomen performance criterion
   - Abdominal peak force (APF): Less than or equal to 2.5kN internal force
Particular Requirements (Vehicle)

1. No door shall open during the test.

2. After the impact, it shall be possible without the use of tools to:
   (a) open a sufficient number of doors provided for normal entry and exit of passengers, and if necessary tilt the seatbacks or seats to allow evacuation of occupants;
   (b) release the dummy from the protective device;
   (c) remove dummy from the vehicle

3. No interior device or component shall become detached in the vehicle interior in such a way as noticeably to increase the risk of injury from sharp projections or jagged edges.

4. Ruptures, resulting from permanent deformation, are acceptable, provided these do not increase the risk of injury.

5. If there is a continuous leakage of liquid from the fuel system after the collision, the rate of leakage shall not exceed 30 g/min.
4. Final Meeting

Purpose

1. Verify test vehicle
2. Create test report
3. Discuss problems of test procedures, etc.
Head performance criterion (HPC)

<table>
<thead>
<tr>
<th>TOTAL (m/s²)</th>
<th>HPC</th>
<th>98.75 (48.70 – 67.80)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEAK</td>
<td>457.58 (57.30)</td>
<td></td>
</tr>
<tr>
<td>X Max</td>
<td>52.21 (58.60)</td>
<td></td>
</tr>
<tr>
<td>Min</td>
<td>-57.62 (51.50)</td>
<td></td>
</tr>
<tr>
<td>Y Max</td>
<td>453.34 (57.30)</td>
<td></td>
</tr>
<tr>
<td>Min</td>
<td>-39.24 (82.10)</td>
<td></td>
</tr>
<tr>
<td>Z Max</td>
<td>193.12 (62.80)</td>
<td></td>
</tr>
<tr>
<td>Min</td>
<td>-104.43 (48.90)</td>
<td></td>
</tr>
</tbody>
</table>
Test Report (1/2)
(a sample in the case of Lateral Collision)
Test Report (2/2)
(a sample in the case of Lateral Collision)
OCCUPANT PROTECTION LATERAL COLLISIONS TEST DATA RECORD FORM

1. Test Vehicle
   Make/Type (Variant)
   Chassis Number
   Test Vehicle Weight
   Occupant Protection Device

2. Dummy
   Kind of dummy
   Dummy position; Driver’s Seat / Opposing side seat
Contents of Test Report (2/3)

3. Test Results

1) Test speed
2) Deviation from impact point
3) Performance criteria
   - Head performance criterion
   - Thorax performance criteria; Rib deflection criterion/Soft tissue criterion
   - Pelvis performance criterion
   - Abdomen performance criterion
4) Particular requirements
   (a) No door shall open during the test
   (b) After the impact, it shall be possible without the use of tools to:
      - Open a sufficient number of doors provided for normal entry and of passengers, and if necessary tilt the seat-backs or seats to allow evacuation of all occupants
      - Release the dummy from the protective system
      - Remove the dummy from the vehicle
(c) No interior device or component shall become detached in such a way as noticeably to increase the risk of injury from sharp projections or jagged edges

(d) Ruptures, resulting from permanent deformation are acceptable, provided these do not increase the risk of injury

(e) If there is continuous leakage of liquid from the fuel-feed installation after the collision, the rate of leakage shall not exceed 30g/min
Example Form of Certificate (R95)

(a sample in the case of Lateral Collision)
Example Form of Certificate (R95)
(a sample in the case of Lateral Collision)
Contents of Certificate (1/3)

specified in Annex 1

(maximum format: A4 (210 x 297 mm))

COMMUNICATION

E43

Ministry of Land , Infrastructure and Transport

Concerning:

APPROVAL GRANTED
APPROVAL EXTENDED
APPROVAL REFUSED
APPROVAL WITHDRAWN
PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to protection of occupants in the event of a lateral collision pursuant to Regulation No.95

Approval No .................................. Extension No.................................
1. Trade name or mark of the power-driven vehicle
2. Vehicle type
3. Manufacturer's name and address
4. If applicable, name and address of manufacturer's representative
5. Vehicle submitted for approval on
7. Technical service responsible for conducting approval tests
8. Date of test report
9. Number of test report

Contents of Certificate (2/3)
Contents of Certificate (3/3)

10. Approval granted/ refused/ extended/ withdrawn 2/
11. Position of approval mark on the vehicle
12. Place
13. Date
14. Signature
15. The list of documents deposited with the administrative service which has granted approval is annexed to this communication and may be obtained on request.

1/ Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see provisions in the Regulation).
2/ Strike out what does not apply.
Approval mark specified in Annex 2

\[ a = 8 \text{ mm} \]
Designated Administrative Department and Designated Technical Service

Indicated in the document of TRANS/ WP.29/ 343/ Rev.13

<table>
<thead>
<tr>
<th>ECE symbol</th>
<th>Country</th>
<th>Date of country application</th>
<th>Designated Administrative Department(s)</th>
<th>Designated Technical Service(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 1</td>
<td>GERMANY</td>
<td>11.5.98</td>
<td>3A</td>
<td>1G, 1H, 1I, 2G, 3G, 1M, 1Q, 1X, 1W</td>
</tr>
<tr>
<td>E 2</td>
<td>FRANCE</td>
<td>11.5.98</td>
<td>3C</td>
<td></td>
</tr>
<tr>
<td>E 3</td>
<td>ITALY</td>
<td>11.5.98</td>
<td>4A</td>
<td></td>
</tr>
<tr>
<td>E 4</td>
<td>NETHERLANDS</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 5</td>
<td>SWEDEN</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 6</td>
<td>BELGIUM</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 7</td>
<td>HUNGARY</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 8</td>
<td>CZECH REPUBLIC</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 9</td>
<td>SWITZERLAND</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 10</td>
<td>SERBIA AND MONTENEGRO</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 11</td>
<td>UNITED KINGDOM</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 12</td>
<td>AUSTRIA</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 13</td>
<td>LUXEMBOURG</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 14</td>
<td>SWITZERLAND</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 15</td>
<td>NETHERLANDS</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 16</td>
<td>NORWAY</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 17</td>
<td>FINLAND</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 18</td>
<td>DENMARK</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 19</td>
<td>ROMANIA</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 20</td>
<td>POLAND</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 21</td>
<td>PORTUGAL</td>
<td>11.5.98</td>
<td>5A</td>
<td></td>
</tr>
<tr>
<td>E 22</td>
<td>RUSSIAN FEDERATION</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 23</td>
<td>GREECE</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 24</td>
<td>IRELAND</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 25</td>
<td>CROATIA</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 26</td>
<td>SLOVENIA</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 27</td>
<td>SLOVAKIA</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 28</td>
<td>BELGIUM</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 29</td>
<td>ESTONIA</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 30</td>
<td>BOSNIA AND HERZEGOVINA</td>
<td>11.5.98</td>
<td>23A</td>
<td>22B</td>
</tr>
<tr>
<td>E 31</td>
<td>LATVIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 32</td>
<td>ESTONIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 33</td>
<td>BULGARIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 34</td>
<td>BULGARIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 35</td>
<td>LITHUANIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 36</td>
<td>TURKEY</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 37</td>
<td>TURKEY</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 38</td>
<td>AZERBAIJAN</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 39</td>
<td>FYR. OF MACEDONIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 40</td>
<td>MONTENEGRO</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 41</td>
<td>CROATIA</td>
<td>11.5.98</td>
<td>33A</td>
<td></td>
</tr>
<tr>
<td>E 42</td>
<td>JAPAN</td>
<td>24.11.98</td>
<td>42A</td>
<td>43B</td>
</tr>
<tr>
<td>E 43</td>
<td>AUSTRALIA</td>
<td>8.10.98</td>
<td>46A(4)</td>
<td>46B</td>
</tr>
<tr>
<td>E 44</td>
<td>UKRAINE</td>
<td>17.6.99</td>
<td>46A(3)</td>
<td>46B</td>
</tr>
<tr>
<td>E 45</td>
<td>SOUTH AFRICA</td>
<td>17.6.99</td>
<td>46A(3)</td>
<td>46B</td>
</tr>
<tr>
<td>E 46</td>
<td>NEW ZEALAND</td>
<td>17.6.99</td>
<td>46A(3)</td>
<td>46B</td>
</tr>
<tr>
<td>E 47</td>
<td>CYPRUS</td>
<td>1.5.98</td>
<td>46A</td>
<td>46B</td>
</tr>
<tr>
<td>E 48</td>
<td>MALTA</td>
<td>1.5.98</td>
<td>46A</td>
<td>46B</td>
</tr>
<tr>
<td>E 49</td>
<td>REPUBLIC OF KOREA</td>
<td>1.5.98</td>
<td>46A</td>
<td>46B</td>
</tr>
</tbody>
</table>
Organization of the Automobile Type Approval Test Department (Number of Engineers)

Director

Director of Proving Ground
- Proving Ground Group (4)

Deputy Director
- Fuel economy & gas group (7)
- Passive safety Group (7)
- Brake & noise Group (7)
- Imported vehicle group (4)
- Domestic vehicle & lighting group (7)
- Management Group (n)
4. Type Approval Tests Facilities
Occupant Protection in Frontal Impact Test

This is a test to secure the occupants’ safety in the case of frontal collision. A test vehicle is collided head-on into a barrier (concrete wall) at a speed of 50km/h. Degree of injury to a dummy (modeling an occupant) mounted on a vehicle is measured by an accelerometer.
Occupant Protection in Side Impact Test

This is a test to secure the occupants’ safety in the case of lateral collision. A test trolley fitted with a barrier is collided into the lateral side of a stationary vehicle at a speed of 50km/h. Degree of injury to a dummy mounted on a vehicle is measured by an accelerometer.
This is a test intended to reduce the deaths of pedestrians whose heads are collided against the bonnet in accidents where pedestrians are hit by cars. A head impactor is collided into a bonnet at a speed of 32km/h. The degree of head injury is measured by an accelerometer.
High Speed Brake Test

Brake performance at a speed of 100km/h and safety verification at the time of brake failure are tested.
Anti-Lock Brake System (ABS) Test

This test is to verify that a motor vehicle can make a secure stop without wheel-locking when suddenly applying brakes on a slippery road. The brakes are suddenly applied when running at a high speed on a sprinkled and slippery road.
Exhaust Emission Tests in 10.15 and 11-mode

The weight of CO, HC and NOx contained in the exhaust emissions of motor vehicles and two-wheeled motor vehicles running at specific test modes is measured. For diesel-powered motor vehicles, the weight of PM (particulate matters) is measured in addition. When conducting exhaust emission tests, fuel economy tests are conducted simultaneously.
Exhaust Emission Test in 13-mode

The weight of CO, HC and NOx contained in the exhaust emission emitted from engines of heavy-duty motor vehicles such as trucks and buses running in a specified test mode is measured. For diesel-powered motor vehicles, the weight of PM (particulate matter) is measured in addition.
Noise Test Site

Noise levels are measured when the motor vehicle is running at a constant speed and when accelerating from a constant speed on a road prescribed in the International Standards (ISO road surface).
Headrest Test

Force is applied to the headrest using a headform to confirm deformation and breakage.

Test of Child Restraint

A test is conducted simulating a frontal collision at a speed equivalent to 50km/h using a collision test device to measure the degree of injury, etc. of a child dummy.
Tests for headlamps are conducted to measure illuminance and other photometric characteristics by emitting light onto a screen placed 25m ahead of the lens. Direction indicator lamps, fog lamps, etc. are also tested.

A tire is rotated for a long period of time to verify its durability and heat generation.
Test of Digital Tachograph

The tachograph is tested by measuring the accuracy after applying vibrations from all directions and by checking the data retention after causing an impact. Additionally, the functionality of the analysis software and the speed recorder, etc. are confirmed.
Main Test Facilities Expenses

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Crash-worthiness Test Equipment</td>
<td>530 million yen</td>
</tr>
<tr>
<td>2.</td>
<td>Pedestrians’ Head Protection Equipment</td>
<td>100 million yen</td>
</tr>
<tr>
<td>3.</td>
<td>Slippery road (ABS Test Section)</td>
<td>100 million yen</td>
</tr>
<tr>
<td>4.</td>
<td>Test Course</td>
<td>500 million yen</td>
</tr>
<tr>
<td>5.</td>
<td>Exhaust Emission Tests Site (Chassis)</td>
<td>260 million yen</td>
</tr>
<tr>
<td>6.</td>
<td>Exhaust Emission Tests Site (Engine)</td>
<td>550 million yen</td>
</tr>
<tr>
<td>7.</td>
<td>Noise Test Equipment</td>
<td>20 million yen</td>
</tr>
<tr>
<td>8.</td>
<td>Headrest Test Equipment</td>
<td>40 million yen</td>
</tr>
<tr>
<td>9.</td>
<td>Child Restraint Test Equipment</td>
<td>140 million yen</td>
</tr>
<tr>
<td>10.</td>
<td>Lighting System Test Equipment</td>
<td>40 million yen</td>
</tr>
<tr>
<td>11.</td>
<td>Tire Test Equipment</td>
<td>140 million yen</td>
</tr>
</tbody>
</table>
Automobile Proving Ground (1st)

Automobile Proving Ground is equipped with a 1,350m long test course. The total land area is 246,000m².

- Crash Worthiness Safety Test Building
- Lighting System Test Building
- L-sized Motor Vehicle Test Building
- Engine Test Building
- Safety Function Test Building
- ABS Test Section
- Exhaust Emission Test Building
- Vehicle Adjustment Building
- General Confirmation and Dimension Building
- Motor Cycle Exhaust Emission Test Building etc.
Automobile Proving Ground (2nd)

The 2nd Automobile Proving Ground is equipped with a 270m long test course. The total land area is 50,000m².
Main Office and Facilities

The total land area is 22,000m².

- Administration Building
- Low Emission Vehicle Test Building
- Acoustic Test Building
- Anechoic Reverberation Test Building
- Motion Performance Test Building etc.
Thank you for your attention.
第10回JASICアジア専門家会議

2007年9月27-28日（木・金）
場所 27日 Long Champ Hall, The Taj Mahal Hotel
28日 Napoleon Hall II, Hotel Le Meridien
主催 インド Ministry of Shipping, Road Transport & Highways
出席者 約70名
インド運輸省（Ministry of Shipping, Road Transport & Highways）、インド自動車試験機構（NATRIP）、インド自工会（SIAM）、インド部工会（ACMA）、JASIC、WP29事務局、JAMA、JAPIA、交通研審査部など

1. 挨拶、及びプレゼン
MoSRT&H Mr.Dash から Rulemaking in India
インドの国内法整備体制の説明。MoSRT&H傘下に関係組織との委員会を設置し、自動車関連法規の検討を行っている。
ECE規則もベースに法規制定を行っている。
インドの型式認証制度、COP（排ガスのみ）についても説明。

JASIC から
58協定をベースとしたMRA、JASIC長期事業計画における58協定ベースの車両相互認証の考え方、58協定締約国の権利義務について説明。

UN/ECE WP29事務局 Mr.Ramos から
冒頭でインドが58協定加盟の検討をすすめていることについて、国内で十分な議論をつくしてほしいとコメント。
WP29の歴史、58協定についてインドがすでに加入している98協定と比較しながら説明し、58協定加入の重要性を強調した。
また、締約国が指定するテクニカルサービスの要件については今年3月のWP29でガイドライン文書を合意したことを紹介。
98協定で定めるGtrは統一基準ではあるが、締約国の導入方法、認証要件などがない。また、複数のオプション、モジュールも存在しうることから、ひとつのgtrを採用する98協定締約国同士で規則が同一になる保証がない。一方、58協定で定めるECE規則は締約国が国内導入する際に勝手にその内容を変更することは許されないため、その規則を採用している締約国間では完全な基準調和となり、MRAが成立する。
WP29事務局では締約国が権利義務を守っているかどうかのチェックは行わない。なぜなら58協定は相互信頼の精神（mutual trust）をベースに成り立っているからである。
JAMAから
インドが58協定に加入することをサポートする。協定締約国としてECE規則を（modifyせずに）国内導入していくことを期待する。ECE規則の採用については段階的な採用を提案したい。排ガス規制についてはEuro2をまず採用したあと、Euro3をスキップしてEuro4を入れることをすすめたい。

交通研審査部から
交通研の紹介のあと、日本唯一のテクニカルサービスとして審査部組織の説明、認証試験の手順、認証試験設備の詳細について説明。

NATRIP Mr.SharmaからIndia’s Accession to 1958 Agreement: Key Issues and Challenges
58協定に加入する以上はECE規則を採用しなければそのメリットを十分に得られないと考えており、現状の国内法規の評価作業が必要。3分の2多数決制を導入しており、ECが27票をもっている58協定の現状では非欧州勢は不利な立場にあるととらえている。

ACMA-SIAMからPerspective on 1958 Agreement
業界として、インドの58協定加入を支持する。そのためには、ECEをベースとした認証システムのための国内体制の整備など検討すべき課題が多くある。協定加入にむけて、ロードマップを作成して作業をすすめていきたい。

2. パネルディスカッション
パネリスト:
Mr. Sharma (NATRIP), Mr. Bhanot, Mr. Ramos (UN/ECE/WP29), Mr. Dash (MoSRT&H), Mr. Marathe (ARAI), JASIC 秋葉、Mr.Sehgal (MoSRT&H)

主な質疑応答内容
ECE規則ベースのMRAは、その規則を採用している締約国同士のみで行われるという点が誤解されがちで、繰り返し説明がなされた。

58協定が自己認証制度も型式認証のひとつの手段として認めていること、実際に韓国が58協定に加入しているから自己認証制度を導入しているためECE規則を全く採用していないことについて関心が高く、多くの質問がよせられた。
協定が全会一致制であるのに対し、58協定が多数決制であることについて、欧州勢が多数の票をもつ現状は非欧州勢に不利ではという意見があった。WP29事務局より、これまでのところ深刻な問題はなく、おおむねうまく機能していると説明。WMTCgrの例でも、当時まだ98協定締約国ではなかったインドの意見を尊重してAC3での投票を延期し、議論を続けた。(58,98かかわらず)WP29の場ではこのようにオブザーバーをふくめた意見も十分尊重した運営を行っているので現状は問題ないと考えていると回答。

最後にMoSRT&HMr.Dashより
今回の二日間の会議で58協定に向けた色々な問題について議論することが出来た、この内容を踏まえて国内の委員会で近々今後の方向性を議論してもらいその答申を待って政府としての方針を決めるとの挨拶があり、58年協定加盟に向けてさらに進展を匂わせる発言があり、閉会。

所感：
インドの政府・業界とも実務にかかわっているレベルでは58協定そのものについてかなり深く勉強し、協定加入を真剣に考えているという印象を受けた。複数の機関が自動車法規・認証制度に関わっているせいか、将来ECEを国内導入する際の具体的手法、認証機関・テクニカルサービスの役割分担など、国内で交通整理が必要な点を課題として認識し、協定加入をめざした検討を進めている。
その一方で、58協定締約国としてECEを採用して相互認証を行うという基本的なことをまだ理解しきれていない出席者もみられた。

最後に、今回の専門家会議にご協力くださったインドSIAM、UN/ECEWP29事務局ラモス氏、JAMA、交通研審査部に心より感謝したい。