

Q& A

1958 / 1998 AGREEMENT and UN/WP29

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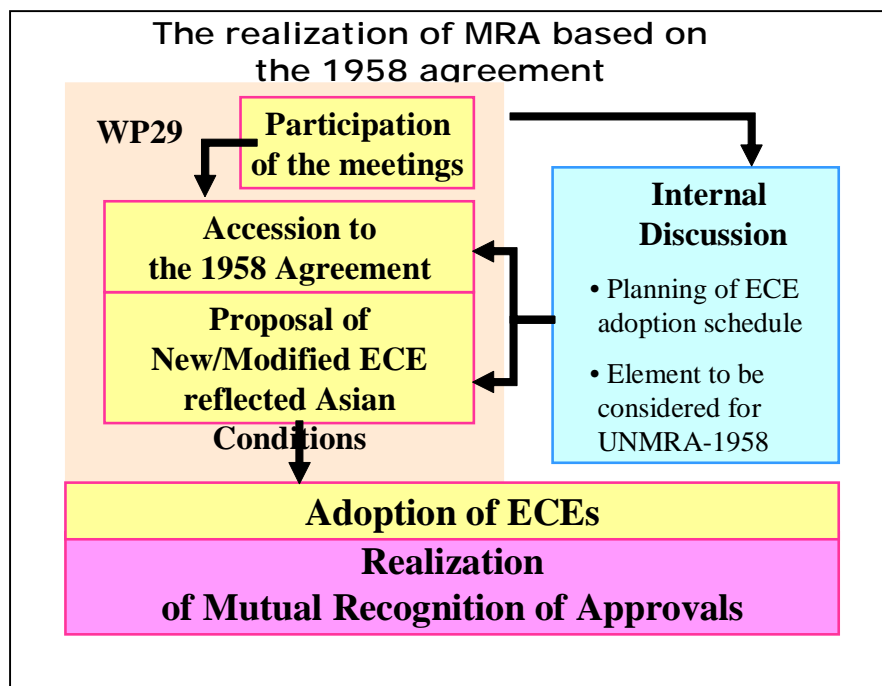
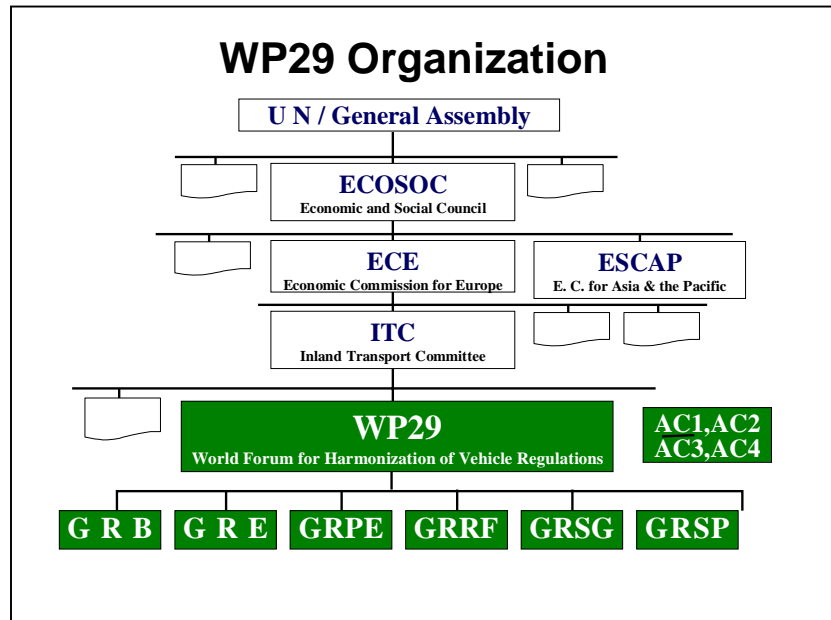
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1. Participation in WP29

1-1. Significance of Participation

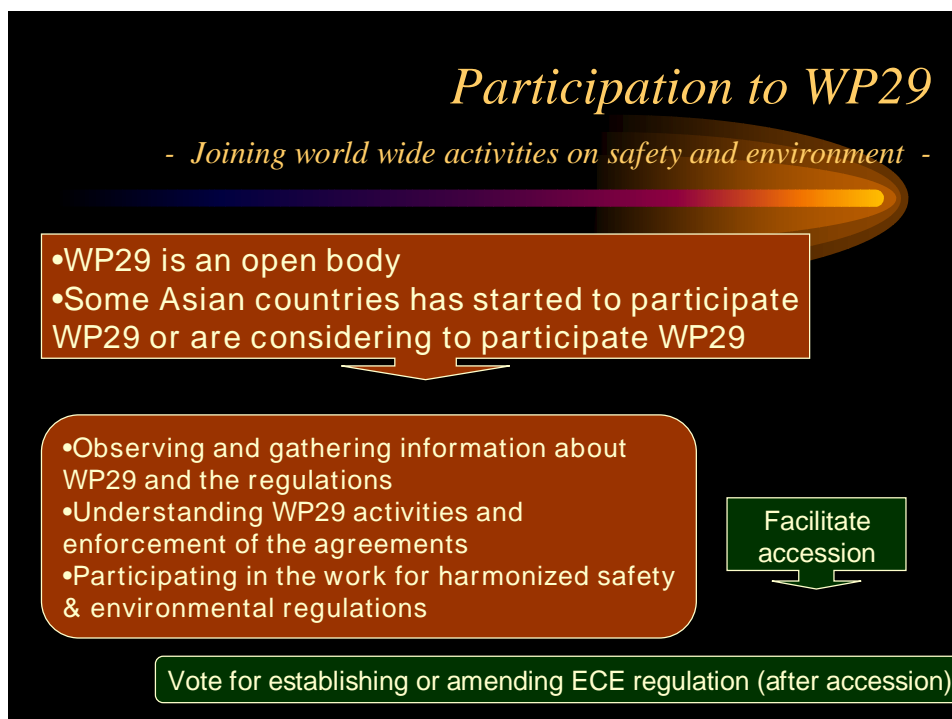
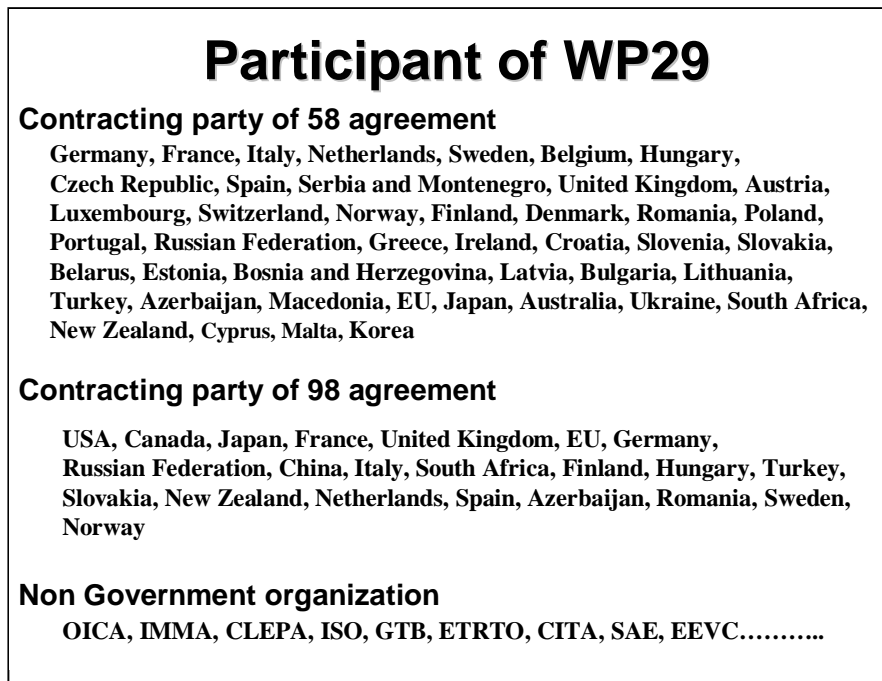
Q1 What kind of activities and work are expected for the purpose of WP29 member country?

A1 A member country is expected to contribute to the activity.



Q2 Is it necessary to participate in the WP29 as an observer before joining the 1958 Agreement?

A2 There is no obligation to be an observer in order to join the 1958 Agreement. On the other hand, since participation has following meanings, it is expected the countries that are looking into joining the Agreement generally participate in the WP29 because they want to know what kind of activities it performs. Below figure shows authorized participant party.



1-2. Member ship

Q1 Can all countries participate in WP29?

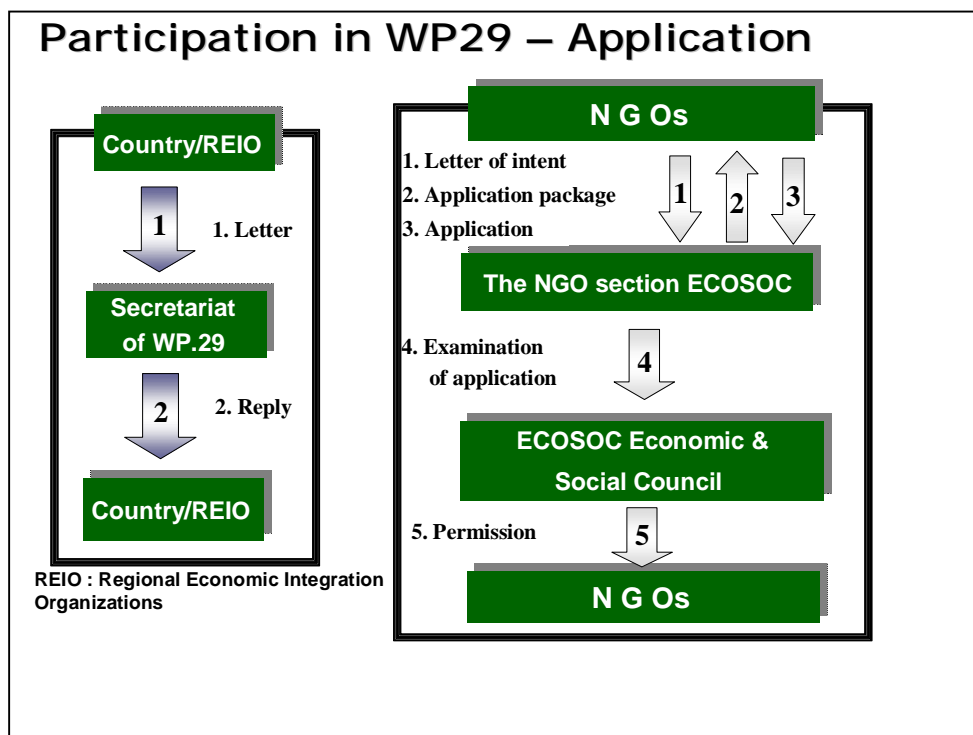
A1 All U.N. member countries may participate in WP29.

Q2 Can the AAF, which is an ASEAN automobile industrial organization, participates in the WP29?

A2 Groups belonging to the four-wheel automobile industry must belong to the OICA, or else they cannot participate in the WP29. If a group is regional and non-exclusive, however, it might be able to directly participate in the WP29. (At present, the OICA and IMMA are formal members as NGO in WP29.)

Q3 Besides joining the OICA, what should Asian industrial groups do to participate in the WP29?

A3 Industrial groups can participate either through their own governments or by becoming an OICA member.



1-3. Relation between 1958 Agreement and 1998 Agreement

Q1 How are the 1958 Agreement and the 1998 Agreement related?

A1 The two Agreements have different purpose and contents.

Purpose and contents in 1958 agreement

The purpose of the Agreement is to provide procedures for establishing uniform prescriptions regarding new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under Regulations annexed to this Agreement.

At the moment, reciprocal recognition under the Agreement is only for vehicle systems, parts and equipment, not for the entire vehicle.

The Agreement has 120 UN/ECE Regulations. (see attached annex1)



Purpose and contents in 1998 agreement

The Agreement establishes a process through which countries from all regions of the world can jointly develop global technical regulations regarding the safety, environmental protection, energy efficiency and anti-theft performance of wheeled vehicles, equipment and parts which can be fitted and /or be used on wheeled vehicles.

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

A country can decide to join only the 1958 Agreement or only the 1998 Agreement or both. At this point, UN/ECE and mutual recognition talks are under way, so we suggest that you join the 1958 Agreement. If you need to participate in GTR development, however, you should also join the 1998 Agreement.

Status of 1998 agreement

Global registry

Global technical regulation No.1:

Door locks and door retention components (establish on 18 November 2004)

Global technical regulation No.2:

Measurement procedure for two-wheeled motorcycle equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption (establish on 22 June 2005)

Special resolutions related to the 1998 agreement

SR1:

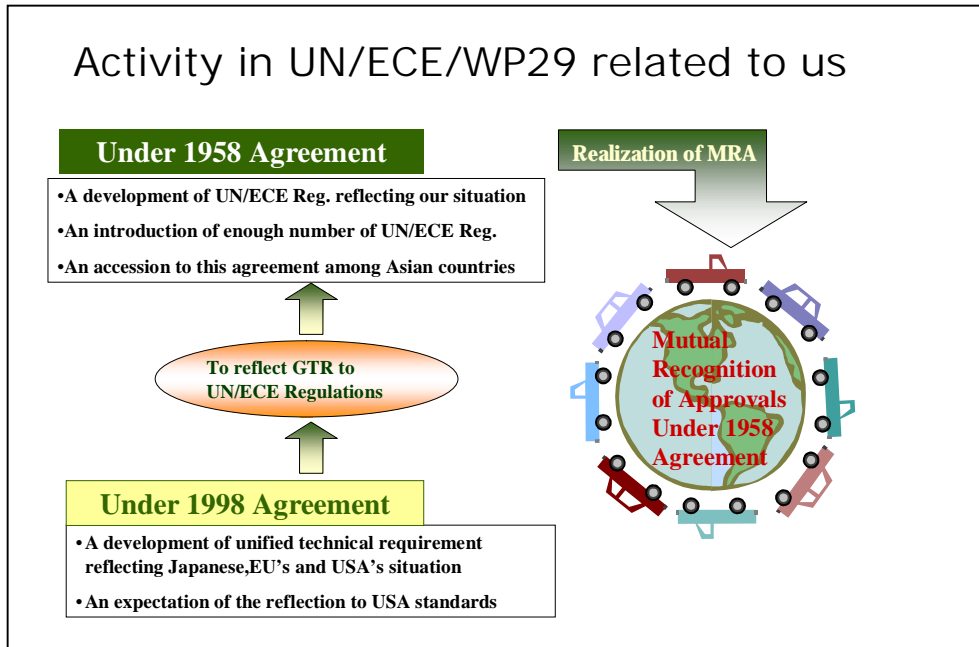
Concerning the common definitions of vehicle categories, masses and dimensions

Status of the 98 agreement - priorities and proposal

Working party	Item	Informal group chair	Technical sponsor
GRE	Installation of lighting and light-signalling Devices	Canada	Canada
GRRF	Motorcycle brakes	Canada	Canada
	Passenger vehicle brakes	UK & US	Japan & UK
	Tyre	UK	France
GRSG	Safety glazing	Germany	Germany
	Control and Displays	-	Canada
GRSP	Pedestrian safety	Japan / EC	EC
	Head restraints	US	US
GRPE	WHDC (Heavy duty)	-	EC
	WMTC (Motorcycle)	Germany	Germany
	Heavy-duty OBD	Japan	US
	Off cycle emission	US	US
	Non road PM	EC	EC
WP29/AC3	Hydrogen and fuel cells vehicles	Germany	Germany, Japan, US

Q2 In the future, will the 1958 Agreement regulations (UN/ECE) be the same as the 1998 Agreement regulations (gtr)? (10th GI Meeting)

A2 The 1958 Agreement contains 120 regulations, including a certification system. The 1998 Agreement is only harmonized technical regulations and does not include certification system. There is no guarantee that UN/ECE regulations and gtrs will be set to one in the future.



In cases where a signatory country of the 1958 Agreement who has already introduced related UN/ECE regulations and, at the same time is a member of the 1998 Agreement (mostly European countries and Japan) has actively involved in the establishment of gtr and voted for the adoption of such regulations, such country has an obligation to introduce the terms of such gtr (but not including certification part) into their own country (more precisely, to start the introduction process and report the results within one year). To do this, the country usually has to revise related UN/ECE regulations to include the terms of the gtr in their regulations.

Accordingly, the presence of countries who are members of both the 1958 Agreement and the 1998 Agreement should make the UN/ECE regulations and gtr technically the same through a certain process, although they have no relationship from a legal point of view.

< Related Part of the 1998 Agreement >

ARTICLE 7 ADOPTION, AND NOTIFICATION OF APPLICATION, OF ESTABLISHED GLOBAL TECHNICAL REGULATIONS

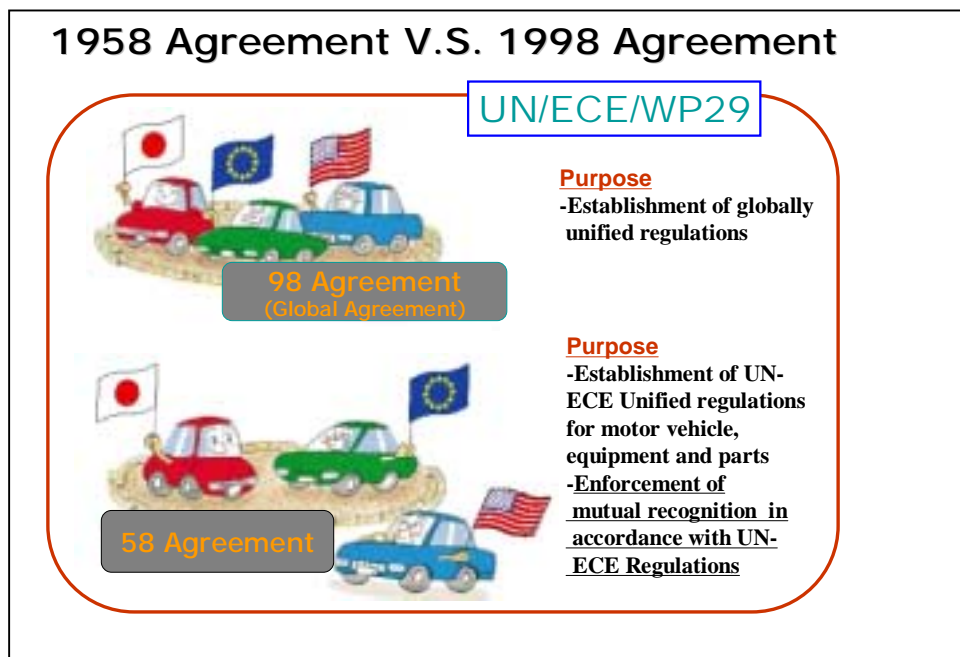
7.1. A Contracting Party that votes in favour of establishing a global technical regulation under Article 6 of this Agreement shall be obligated to submit the technical Regulation to the process used by that Contracting Party to adopt such a technical Regulation into its own laws or regulations and shall seek to make a final expeditiously.

Q3 Why did Japan take ten years to sign the Agreement? (10th GI Meeting)

A3 From the time it started working actively for harmonization in the mid-1980s to the time it actually signed the 1958 and 1998 Agreements, Japan took about ten years. During this period, Japan prepared for the signature through the following activities:
In the mid-80s, the WP29 was not established as a really effective international forum for harmonization because, for one thing, the signatories of UN/ECE regulations were only European countries, and, for another, there was a significant gap of philosophy between FMVSS and UN/ECE. Therefore, Japan worked, among others, for the harmonization of regulations on brakes and lighting equipment by taking initiative for the development and revision of R13H and R48 and by creating JASIC to start actively working on international harmonization.
In the early 1990s, Japan contributed to the revision of the 1958 Agreement and the establishment of the 1998 Agreement in cooperation with European countries and the United States in an effort to make the WP29 a real forum for international harmonization. After the revision of the 1958 Agreement and the establishment of the 1998 Agreement, Japan signed them in 1998 and 1999, respectively.

Q4 What is the reason that the U.S. does not accede to the 1958 Agreement?

A4 The U.S., like other countries, is working toward the international harmonization activities at WP29. For safety regulations, however, the U.S. does not take a government certification system, which makes mutual recognition difficult. Mutual recognition, as well as harmonization, is an important component of the 1958 agreement.

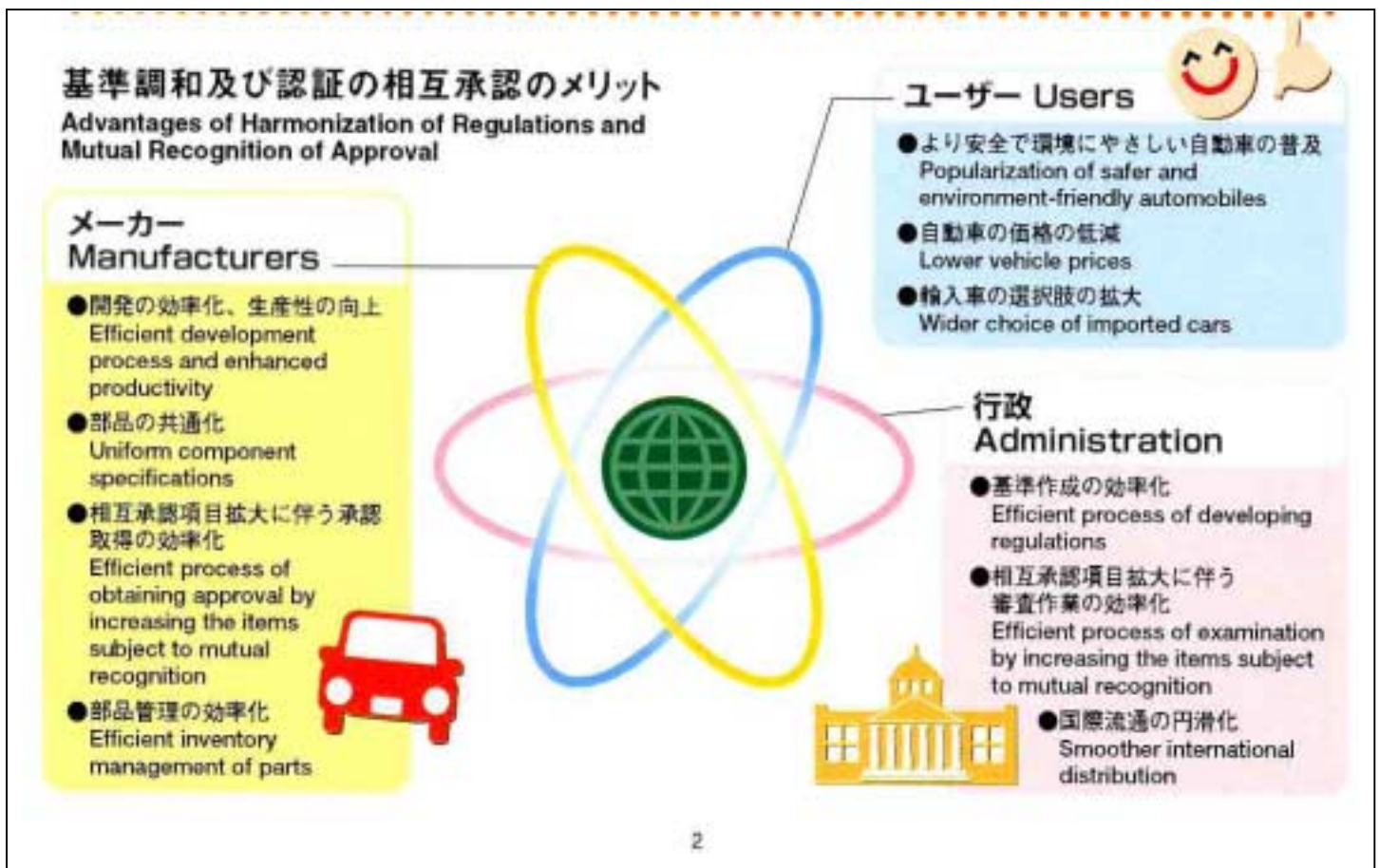


Q5 What happens if we accede to only in the 1998 Agreement?

A5 If you acceded to the 1998 Agreement, you can participate in the harmonization work under the 1998 Agreement. Meanwhile, there are 120 regulations in the 1958 Agreement, and UN/ECE regulations are being adopted also in many countries other than EU countries.

1-4. Significance of accession to the 1958 Agreement

Q1 For government and industry, what are the main effects of joining the Agreement?

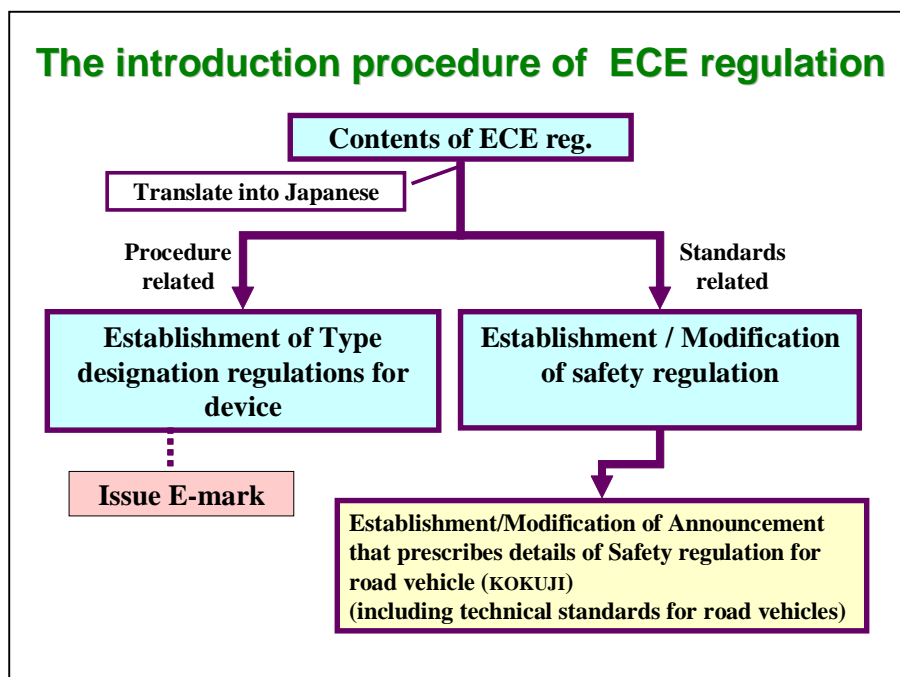


1-5. Process to accessions

-Experience of Japan and other countries

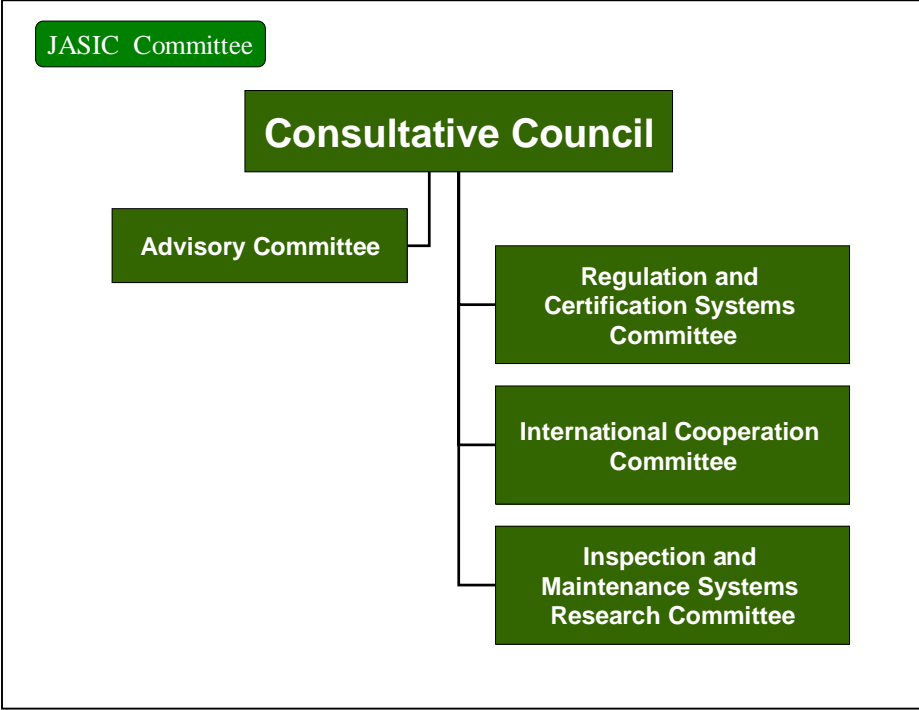
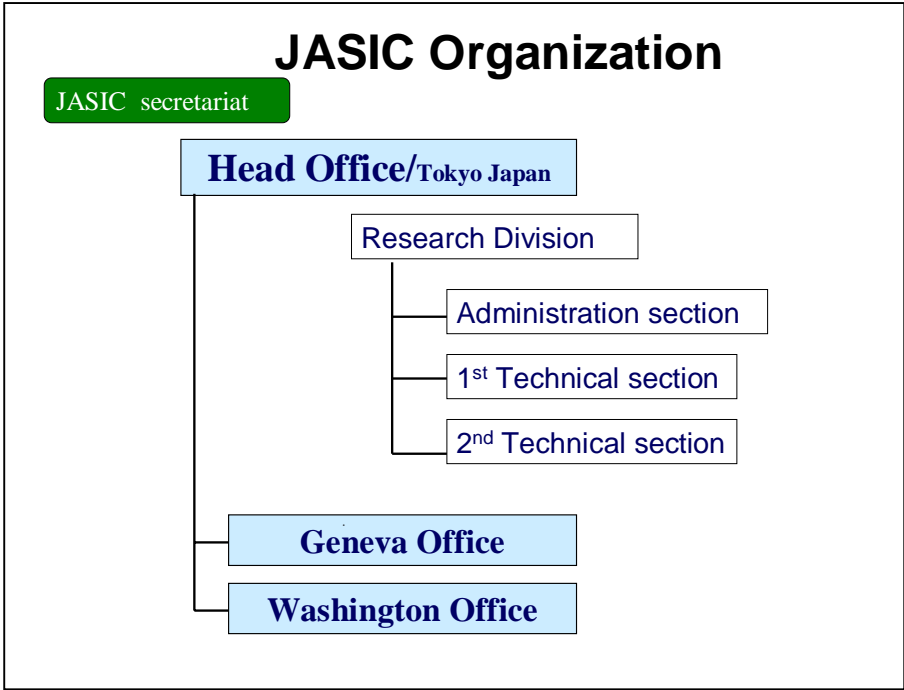
Q1 What preparations are needed for the signing and implementation of the 1958 Agreement or the 1998 Agreement? Also before joining the 1958 Agreement, what preparations should a country make pertaining to laws and regulations incidental to membership in the Agreement?

A1 It should prepare a domestic law and organization that can execute the rights and duties stipulated in the 1958 Agreement.
In Japan's case, domestically adopted UN/ECE regulations and other regulations adopted under the 1958 Agreement, as well as the approval system, have been enhanced.
Below figure shows Japanese experience.



Q2 JASIC is a council/activity group established by the public and private sectors in Japan. What kind of effects have such groups had on Japan? Also, would Japan be able to play an active role if it did not have any groups like JASIC? Do you recommend that Asian countries establish this kind of a group?

A2 The establishment of JASIC has provided a forum for constant discussion between the government and industries. As for whether or not Asian countries should establish such organization, it depends on the circumstances in each country. First, it is important to establish a forum in which the government and industries can regularly exchange opinions and problems in the field of regulations and certification.
Next step, each country should study whether an organization is established or not.

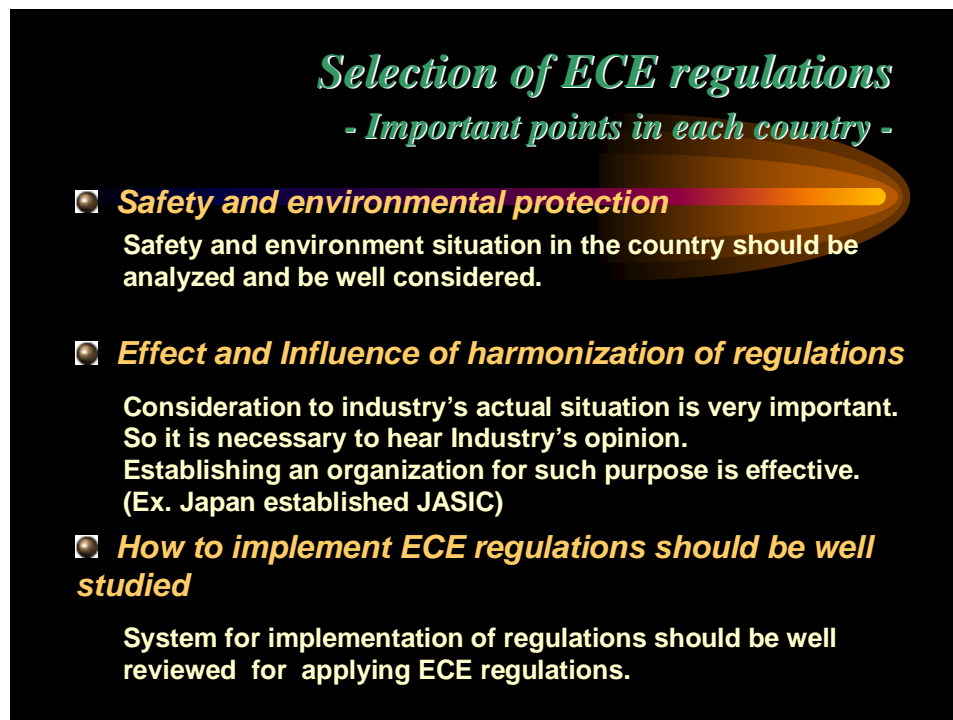


1.6. Adoption of UN/ECE Regulation

-Experience of Japan and other countries

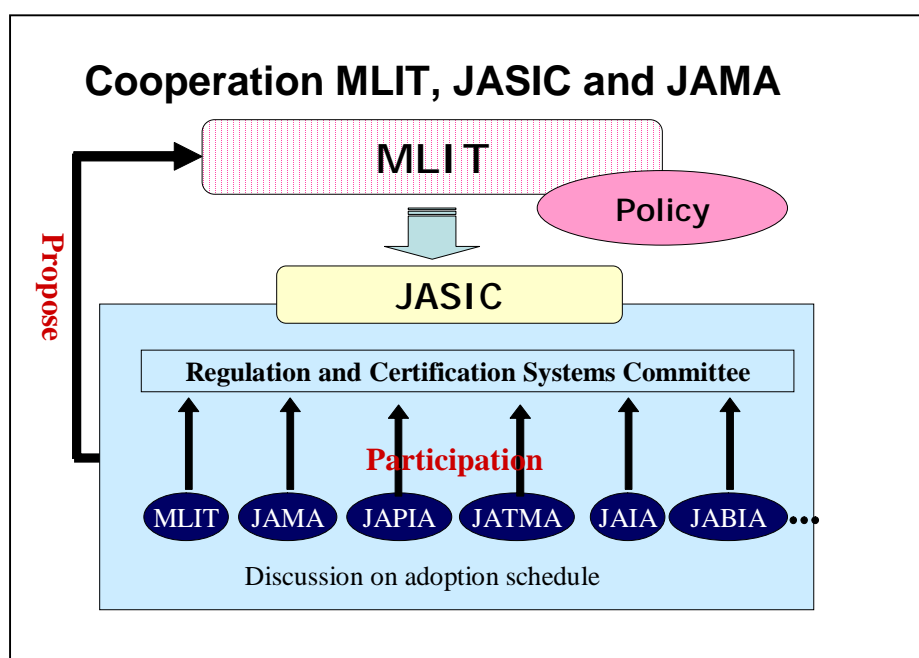
Q1 What sort of policy is pursued in adopting the UN/ECE Regulation?

A1 Items should be adopted for each country based on a careful study of that country's safety and environmental conditions.



Q2 How do you proceed when an UN/ECE regulation you have adopted contradicts a Japanese regulation?

A2 Adoption items are studied domestically and adopted on the premise that they will higher than the level of existing safety and environmental regulations. UN/ECE regulations that cannot be adopted after revisions have been proposed by Japan and they have been carried out. It is important that the public and private sectors mutually discuss the matter and settle on an introductory plan.



- Q3** How is the adoption of separate UN/ECE technical regulations by Japan being studied?
A3 Committees corresponding to each GR in JASIC have been formed and industry opinions regarding items studied by each GR have been collected. Based on these data, we add technical studies whenever they are necessary, and reach decisions as a country, while maintaining a balance between the harmonization of regulations and the pace of technical innovation in the domestic industry.
- Q4** Will safety and environmental controls based on Japan's unique circumstances be left in place?
A4 Even if regulations are internationally harmonized, they should not lower a country's auto safety standards or increase pollution from automobiles. It is important to carefully examine such independent regulations and propose revisions and new regulations for the UN/ECE, and to harmonize as many regulations as possible and adopt the harmonized regulations in one's own country. In Japan, we think that we can make internationally used regulations and mutual recognition a reality, while maintaining our level of auto safety and environmental protection.
Some Japanese regulations are more stringent. For those items, Japan will propose revisions of the existing UN/ECE Regulation at the WP29.
- Q5** Other Asian countries have adopted EU directive on exhaust emission. Is Japan against these standards?
A5 At present there is no internationally harmonized driving test cycle. Japan is working on the development of a driving test cycle harmonized at the GRPE. As informal members organized under the GRPE, we are preparing harmonized regulations for heavy-duty diesel engines, motorcycles, and OBDs. Since the GRPE is planning to formulate a harmonized driving cycle for light-duty diesel engines.
- Q6** Why has Japan taken time for introduction regulations? (10th GI Meeting)
A6 In adopting the regulations, we worked step by step taking into account various factors such as our safety environment, the effects of introduction, and conditions required. Today, we are at almost the same level as European countries and the list of basic regulations in terms of safety regulations for passenger cars, if we include those we are currently working on.
- When we think that some of technical requirements in the Japanese safety regulation should be adopted by the UN/ECE regulations, we proposed the revision of UN/ECE regulations based on supporting data, actively involved in the work for revision and adopted revised regulations. That was why we took some time to adopt regulations we thought needed revision.
- It should be noted that by "introducing UN/ECE regulations", we mean in principle the application of regulations based on the 1958 Agreement, and not adoption of them, leaving additional requirements and different regulations.

2. Contents of the 1958 Agreement

2-1.Right & Duties in 1958 Agreement

Q1 What obligations are imposed on a country that joins the 1958 Agreement?

A1 There are right and duty under the 1958 Agreement summarizing as follow.

Regulation making

Rights

1. Making UN-ECE regulations
 - Proposing new UN/ECE regulations
 - Proposing amendments to UN/ECE regulations which have been already existing
2. Voting
3. Choosing UN/ECE regulations to be applied
4. Ceasing applying regulations

Duties

1. Declaration UN/ECE regulations to be applied
2. Applying the adopted UN/ECE regulations at WP29 if not disagree with

Type approval

Rights

1. Grant type approval and approval makings
2. Prohibit the sale and use in case of non-conformity

Duties

1. Conducting the COP for granted type approvals
2. Accept UN/ECE certificates issued by the other contracting parties on the items adopted.
3. Take necessary actions on the non-conformity issues of the granted certificates

2-2. Obligation to adopt UN/ECE Regulation

Q1 If a country signs the 1958 Agreement and does not adopt any part of the UN/ECE Regulation, will it be penalized?

A1 There is no penalty. The 1958 Agreement does not mandate adoption of any UN/ECE Regulations by just accession to the agreement. Member countries can select and adopt only those UN/ECE Regulations that are suitable for conditions for the country.

See attached sheet 1 “Situation of adoption UN/ECE regulation”

Q2 Does each member country of the 1958 Agreement have to upgrade its domestic laws and regulations so that they are the same as the UN/ECE Regulation?

A2 In case certain UN/ECE items are adopted, the 1958 Agreement does not require the domestic laws upgraded so far as the contract party has no plan to grant UN/ECE type approval in the country. Only UN/ECE certificates for the adopted items must be accepted.

2-3. Acceptance of UN/ECE Certificates

Q1 What is the meaning of article 3 in 1958 agreement “shall be held to be in conformity with the legislation of all the Contracting Parties applying the said Regulation through type approval.”

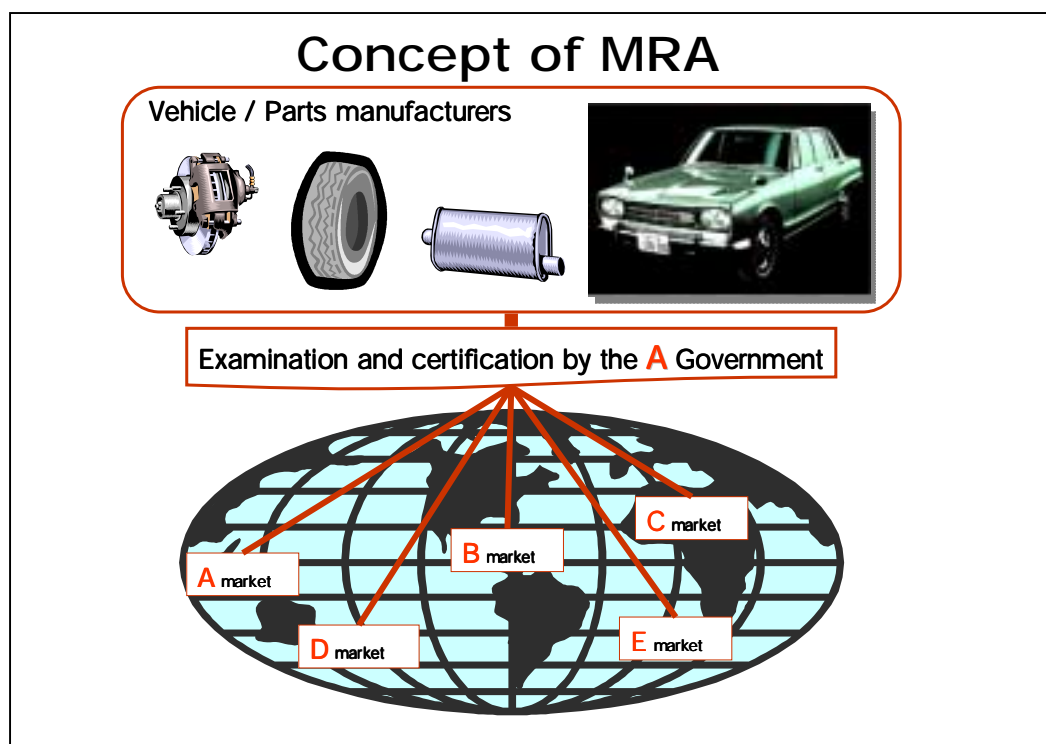
A1 This only means that you should recognize UN/ECE approval certificate of the UN/ECEC regulations adopted by your country. For example, if your country applies only UN/ECE regulations for seat belts, you have to accept UN/ECE certificates for them.

Q2 When a contracting country does not comply with laws and regulations governing vehicle types, it should first stop the sales and use of the vehicle and then notify the other contracting parties. According to Article 4 of the Agreement, however, the other contracting country must be notified first.

A2 In case the serious problem on safety occurs, prompt action should be considered to the domestic market as well as closely contact with member countries on the matter. It is stipulated in article 4 of 1958 agreement for details.

Article 4 of 1958 agreement as below

“Should the competent authorities of a Contracting Party applying a Regulation through type approval find that certain wheeled vehicles, equipment or parts bearing approval markings issued under the said Regulation by one of the Contracting Parties, do not conform to the approved types, they shall advise the competent authorities of the Contracting Party which issued the approval. That Contracting Party shall take the necessary steps to bring the products of those manufacturers into conformity with the approved types and shall advise the other Contracting Parties applying the Regulation through type approval of the steps it has taken, which may include, if unnecessary, the withdrawal of approval. Where there might be a threat to road safety or to the environment, the Contracting Party which issued the approval and after undeceiving the information about the nonconformity to the approved type(s) shall inform thereof all other Contracting Parties about the situation. Contracting Parties may prohibit the sale and use of such wheeled vehicles, equipment or parts in their territory.”



- Q3** Do countries that accede to the 1958 Agreement have to refrain from adopting the ISO Standard?
- A3** As the ISO Standard is voluntary standard, there is no direct relationship between the 1958 Agreement and ISO. However, some UN/ECE regulations refer to ISO as test method.
- Q4** Might there be conflict between developed and developing countries regarding problems of UN/ECE approval issued by developing countries?
- A4** Contracting party should accept UN/ECE approval issued by other countries in accordance with the 1958 Agreement.
In cases where nonconformities are found, the approved products should be ensured that all necessary steps are taken to restore conformity of production as rapidly as possible in accordance with 1958 Agreement.

2-4. Test Facilities

- Q1** Do 1958 Agreement contracting countries have to have test facilities?
- A1** In case the countries intend just accepting the UN/ECE certificate without granting type approval, the test facility nor the technical service is required.
If a country who has no technical services or test facilities of its own wants to grant type approval, it may designate technical services in other countries.
- Q2** How the reciprocal approval can be granted for certification between governments that do not have test facilities?
- A2** Technical service designated by a contracting party can conduct the necessary tests at other agency's test facilities, including industry, if such test facility is satisfied the requirement

3. Type approval matter

3-1. Framework of Type approval system

- Q1** How should be done the acceptance of approval for MRA? (10th GI Meeting)
- A1** The acceptance of approval for MRA should be made in principle in accordance with the 1958 Agreement by signing the Agreement and adopting the regulations. For this purpose, a type approval system linked with registration systems, a part approval system defined as part of requirements for type approval, and a system to recognize approval given by other countries according to UN/ECE regulations with the same effects as its own part approval system should be each established as a system. At the same time, we should establish a system of responsibility and management allowing us to perform these operations smoothly.

Adoption of ECE

- It is preferable that the authority should administrate the adoption of all ECEs(safety and environment).
- If there are any requests or needs from other ministries (i.e. Ministry of Industries,Environment) After adjusting internally, responsible authority shall decide the adoption. At the same time,take manufacturer's views into consideration.
- Following road-map of safety and environmental policy, each country will adopt ECEs step by step basis in the long-term scheme.

It is possible that, in the process toward these objectives, individual countries introduce E marks not based on the Agreements at their own discretion, but, in such a case, problems may arise such as technical inconsistency between the requirements of the regulations and the requirements of such country. Individual country should make efforts to avoid such circumstances by making their systems as simple and transparent as possible and developing cooperation with countries concerned.

It should be noted that, if the regulations are applied, such problems would not arise.

Q2 What should be done in the future tasks to achieve the MRA in Asia? (10th GI Meeting)

A2 To achieve the MRA in Asia successfully, each country should consider the following points:

Making the objective clear:

We should keep in mind the objective clearly: to establish, through MRA, an effective and efficient regulation and type approval system in Asia.

Developing a simple and transparent system:

To achieve the objective of the MRA in Asia, it is preferable to develop simple and transparent systems to ensure easy understanding and better cooperation between countries concerned and between governments and industries.

Cooperating between countries:

The Asian MRA will be established through the step-by-step efforts of individual countries that work on their own regulation and type approval systems. Establishing a cooperation system among them is essential toward future tasks such as the development of common application forms.

3-2. Conformity of Production

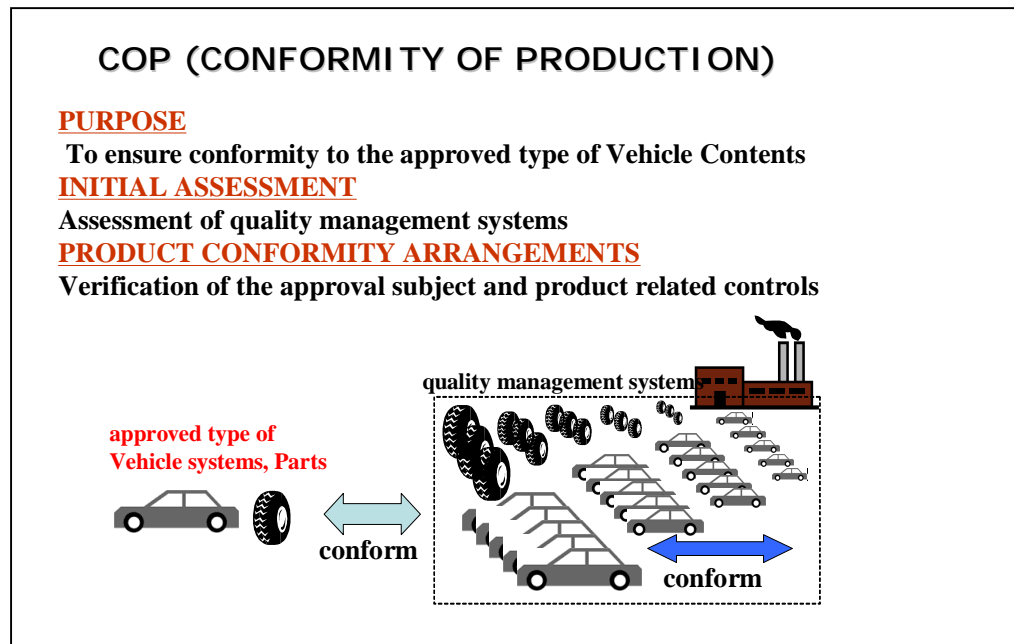
-Experience of Japan and other countries

Q1 After it has been approved, who will implement COP and who will be responsible for COP expenses?

A1 COP will be implemented by the authority that issues the certificate. It is expected that applicant is responsible for expenses of COP verification.

Q2 What procedure is required to verify COP as a 1958 Agreement member country?

A2 Refer to the 1958 Agreement Appendix 2. (See attached annex 4)



4. Regulatory Harmonization Activities in Asia

Q1 What are JASIC's cooperative activities with Asian countries? (10th GI Meeting)

A1 One of the major activities of JASIC is to work for the achievement of MRA based on the 1958 Agreement. Basically, this consists in helping Asian countries ensure safety and environmental protection efficiently and effectively toward the achievement of the MRA based on the 1958 Agreement.

The cooperative activities of JASIC are mainly conducted in two fields: the development of GI activities to improve common understanding of governments and industries in Asian countries and the organization of experts meeting to present and discuss agreements, type approval systems, technical details of individual regulations.

JASIC also offers forum of discussion in Geneva and provides information through its web site.

For example, test facilities for certification in individual countries should be developed and improved by each country on their own as part of their efforts to ensure safety and protect environment or as part of their efforts for quality improvement and R&D to be undertaken by the government and the industry for the development of the industry. JASIC will not be directly involved in the improvement of these facilities, but will help them comply with the 1958 Agreement to contribute to the establishment of an efficient and effective regulation and type approval system and, for this purpose, provides information on the 1958 Agreement and its technical regulations.

A country is not required to own these facilities in signing the 1958 Agreement and adopting its regulations.

Q2 What kind of activities is APEC/VSHG (former RTHP) doing? (10th GI Meeting)

A2 APEC/VSHG stands for APEC Vehicle Standards Harmonization Group (former Road Transport Harmonization Project). It is a forum for discussion among the governments of the APEC member countries, including non-UN members, for the harmonization of the vehicle regulations and mutual recognition according to the principles agreed upon among the member countries.

The specific goals and orientation of the forum are as set forth by the Bogor Declaration announced at an informal summit meeting held in 1994 in Indonesia as a joint declaration of their commitment toward the long-term objectives of deregulation of trade and investment in the Asian-Pacific region as well as the orientation of future economic and technological cooperation. In the Bogor Declaration, the member countries agreed to achieve the long-range goal of making the region a free and open space for trade and investment in a way consistent with GATT (currently WTO) and to achieve the deregulation of trade and investment in the region by 2010 for the developed countries and by 2020 for the developing countries.

At a summit meeting held in 1995 in Osaka hosted by Japan, the member countries agreed upon a framework for the liberalization of trade and investment and economic and technological cooperation to show a concrete path toward the goals set forth by the political declaration of Bogor in the previous year. The mid- and long-range program showing this path was named Osaka Action Agenda (OAA).

The OAA is comprised of two parts: Part One (Liberalization and Facilitation) and Part Two (Economic and Technological Cooperation). The Part One defines nine general principles (1. Comprehensiveness; 2. WTO-Consistency; 3. Comparability; 4. Non-discrimination; 5. Transparency; 6. Standstill; 7. Simultaneous Start, Continuous Process,

and Differentiated Timetables; 8. Flexibility; 9. Cooperation) as well as action process toward liberalization and facilitation through Individual Action Plans (IAP) and Common Action Plan (CAP).

One of the Individual Action Plans is dedicated to "regulations and compliance".

Together with the Japanese Government, JASIC has participated in VSHG (former RTHP) and contributed to the development of its activities. At the same time, it has actively worked, as a consultant publicly recruited by RTHP, on the analysis of the current status of vehicle regulation type approval systems in member countries and their improvement in the future. Specifically, JASIC offered from 1996 through 2002 its consulting services to many member countries including China, Hong Kong, Taiwan, the Philippines, Malaysia, Thailand, Indonesia, and Viet Nam, and proposed them action plans consistent with the current stage of vehicle regulation and type approval systems in each country.

Q3 What do you mean by "the future image of the GI meeting?" (10th GI Meeting)

A3 JASIC hopes that the GI meeting will develop into a steering committee of Asian MRA in the future.

Q4 What was the Joint Forum in 2004? (10th GI Meeting)

A4 It was a meeting held in Bangkok in 2004 among the ASEAN countries and Japan where government agencies involved in transport, environment, trade and industry and industries concerned of these countries discussed how to achieve MRA in Asia. The meeting adopted a Chairman's Summary as its conclusion.

See attached annex2 "Chairman's Summary of ASEAN- Japan Joint Forum"

Q5 How should we deal with regulations and type approval systems specific to individual countries? (10th GI Meeting)

A5 Countries may have specific regulations and type approval systems according to their safety and environmental conditions. These regulations and type approval systems, however, may place unsound burden on manufacturers and other applicants (and ultimately on consumers) and, when the burden is too heavy, may give eventually negative effects on their safety and environmental conditions, such as delayed spread of new technologies as a whole. Therefore, they must be given a good proportion. Especially, to establish safety and environmental policies effectively and efficiently, it is essential to take into account globally developed safety and environmental technologies to allow the globalization of automotive production and the advancement of safety and environmental measures.

Japan and other member countries of WP29 in North America and European countries are developing reasonable and advanced global technical regulations considering these factors, the realities of safety and environmental situation and the technological level of automotive industries in the world. Introducing UN/ECE regulations and gtr, the fruit of such efforts is introducing the best practice of the world in a reasonable way.

Also in Asia, countries have confirmed on various occasions* the necessity of establishing MRA based on the 1958 Agreement. In developing regulations and introducing type approval systems, we should study them carefully by making sure if they have adequately taken into account UN/ECE regulations and systems of other countries, if they work favorably for the establishment of MRA in Asia, if they are really efficient and effective systems. To do this, we should take into account related UN/ECE regulations and verify

whether the country-specific requirements are really necessary from a reasonable and realistic point of view.

Country-specific, independent regulations should be avoided as much as possible. Among others, new regulations, once they are introduced, require a lot of work if we have to harmonize them later with other standards. In developing standard recognition systems, we should make efforts to avoid independent standards to the extent possible by exchanging opinions and information with parties concerned (other countries and industries concerned) and to sufficiently ensure transparency of such systems.

* Such as APEC/VSHG (former RTHP) and the Asian government-industries meetings sponsored by JASIC.

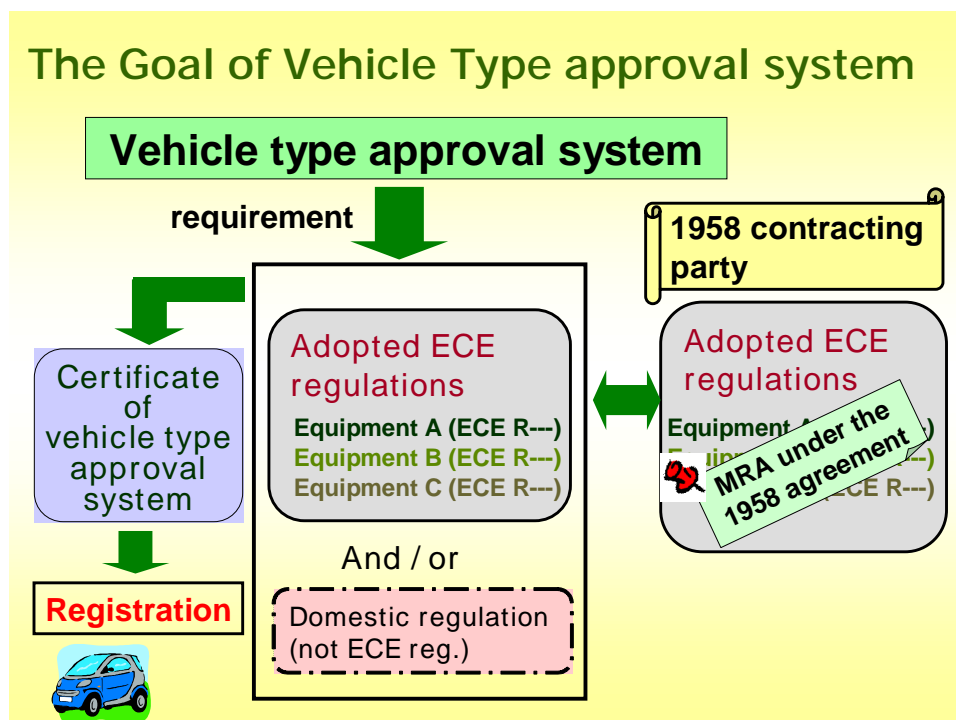
Q6 What are "basic regulations"? (10th GI Meeting)

A6 They are a criteria for determining regulations to be adopted and the order of priority among them and a list of basic regulations proposed by Japan at the APEC/RTHP meeting in April 2004.

See attached annex3 “The contents of Basic Regulations”

Q7 How should be our philosophy in introducing basic regulations? (10th GI Meeting)

A7 In introducing safety regulations, we should aim at not only resolving safety and environmental problems in our own county but also at establishing an efficient MRA system in Asia. In this sense, the list of basic regulations may be used as basis of discussion in each country, because it shows internationally adopted safety and environmental standards as well as priority criteria among them based on the current stage of adoption in Asian countries. In this sense, in introducing basic regulations, each country should understand the introduction of UN/ECE regulations as an integral part of their efforts to establish their safety and environmental policies and establish a recognition system consistent with the 1958 Agreement.



Situation of Adoption UN/ECE regulation

UN/ECE regulation	EEC	Japan	South Africa
UN/ECE 1&2 Headlamps	X		X
UN/ECE 3 Reflex Reflectors	X	X	X
UN/ECE 4 Rear Registration Plate Lamps	X		
UN/ECE 5 Sealed Beam Headlamps	X		X
UN/ECE 6 Direction Indicators	X	X	X
UN/ECE 7 Front and Rear Position (Side) Lamps, Stop Lamps and End-Outline Marker Lamps	X	X	X
UN/ECE 8 Halogen Headlamps (H1, H2, H3, HB3, HB4, H7, H8, H9, HIR1, HIR2 and/or H11)	X		X
UN/ECE 9 Noise (Three-Wheeled Vehicles)			
UN/ECE 10 Radio Interference Suppression	X		
UN/ECE 11 Door Latches and Hinges	X	X	
UN/ECE 12 Steering Mechanism	X	X	
UN/ECE 13 Braking	X		X
UN/ECE 13-H Braking (M1)	X	X	X
UN/ECE 14 Safety Belt Anchorages	X		X
UN/ECE 15 Exhaust Emission			
UN/ECE 16 Safety Belts	X		
UN/ECE 17 Seats	X	X	X
UN/ECE 18 Protection Against Unauthorized Use	X		
UN/ECE 19 Front Fog Lamps	X	X	
UN/ECE 20 Halogen Headlamps (H4)	X		X
UN/ECE 21 Interior Fittings	X		
UN/ECE 22 Motor Cycles and Mopeds Helmet			
UN/ECE 23 Reversing Lamps	X	X	X
UN/ECE 24 Diesel Smoke	X		
UN/ECE 25 Head Restraints	X	X	X
UN/ECE 26 External Projections	X	X	
UN/ECE 27 Warning Triangles		X	X
UN/ECE 28 Audible Warning Devices	X	X	
UN/ECE 29 Cab of a Commercial Vehicle			
UN/ECE 30 Pneumatic Tyres (Passenger Vehicle)	X	X	X
UN/ECE 31 Halogen Sealed Beam Headlamps	X		X
UN/ECE 32 Rear-end Collision			
UN/ECE 33 Head-on Collision			
UN/ECE 34 Prevention of Fire Risks	X		
UN/ECE 35 Arrangement of Foot Controls			
UN/ECE 36 Construction of Public Service Vehicles	X		
UN/ECE 37 Filament Lamps	X		X
UN/ECE 38 Rear Fog Lamps	X	X	X
UN/ECE 39 Speedometer	X	X	
UN/ECE 40 Exhaust Emission (Motor Cycle)			
UN/ECE 41 Noise (Motor Cycle)			
UN/ECE 42 Front & Rear Protective Devices			
UN/ECE 43 Uniform Provisions Concerning The Approval Of Safety Glazing Materials	X		X
UN/ECE 44 Child Restraint Systems	X		
UN/ECE 45 Headlamp Cleaners		X	

UN/ECE regulation	EEC	Japan	South Africa
UN/ECE 46 Rear-View Mirrors	X		X
UN/ECE 47 Exhaust Emission (Moped)			
UN/ECE 48 Installation of Lights	X	X	
UN/ECE 49 Diesel Emission	X		
UN/ECE 50 Lights (Moped, Motor Cycle)			X
UN/ECE 51 Noise	X		
UN/ECE 52 Construction of Small Capacity Public Service Vehicles			
UN/ECE 53 Installation of Lights (Motor Cycle)			
UN/ECE 54 Pneumatic Tyres (Commercial Vehicle)	X	X	X
UN/ECE 55 Mechanical Coupling			
UN/ECE 56 Headlamps (Moped)			X
UN/ECE 57 Headlamps (Motor Cycle)			X
UN/ECE 58 Rear Underrun Protection	X	X	
UN/ECE 59 Replacement Silencing System	X		
UN/ECE 60 Driver Operated Controls (Moped, Motor Cycle)			
UN/ECE 61 External Projections (Commercial Vehicle)			
UN/ECE 62 Protection Against Unauthorised Use (Motor Cycle)		X	
UN/ECE 63 Noise (Moped)			
UN/ECE 64 Temporary-Use Spare Wheels/Tyres	X		
UN/ECE 65 Special Warning Lights			
UN/ECE 66 Strength of Super Structure (Large Passenger Vehicle)	X		
UN/ECE 67 Specific Equipment of Vehicles Using LPG	X		
UN/ECE 68 Measurement of the Maximum Speed			
UN/ECE 69 Rear marking plates for slow-moving vehicles (by construction) and their trailers			
UN/ECE 70 Rear Marking Plates for Heavy and Long Vehicles			
UN/ECE 71 Driver's field of vision of agricultural tractors			
UN/ECE 72 Halogen Headlamps (HS1 for Motor Cycle)			X
UN/ECE 73 Lateral Protection (Goods Vehicle)	X		
UN/ECE 74 Installation of Lights (Moped)			
UN/ECE 75 Pneumatic Tyres (Moped, Motor Cycle)		X	
UN/ECE 76 Headlamps (Moped)			
UN/ECE 77 Parking Lamps	X	X	X
UN/ECE 78 Braking (Category L)			
UN/ECE 79 Steering Equipment	X		
UN/ECE 80 Seat (Large Passenger Vehicle)	X		
UN/ECE 81 Rear-View Mirrors (Motor Cycle)		X	
UN/ECE 82 Halogen Headlamps (HS2 for Moped)			X
UN/ECE 83 The Emission of Pollutants According to Engine Fuel Requirements	X		
UN/ECE 84 Measurement of Fuel Consumption			
UN/ECE 85 Measurement of Engine Power	X		
UN/ECE 86 Installation of lights on forestry tractors			
UN/ECE 87 Daytime Running Lamps	X		
UN/ECE 88 Retroreflective Tyres (Motor Cycle)			
UN/ECE 89 Speed Limitation Devices	X		
UN/ECE 90 Replacement Brake Lining Assemblies And Drum Brake Linings	X		X
UN/ECE 91 Side-Marker Lamps	X	X	X

UN/ECE regulation	EEC	Japan	South Africa
UN/ECE 92 Replacement Silencing System (Motor Cycle)			
UN/ECE 93 Front Underrun Protection	X		
UN/ECE 94 Protection of the Occupants in the event of a Frontal Collision			
UN/ECE 95 Protection of the Occupants in the event of a Lateral Collision		X	
UN/ECE 96 Emissions of Pollutants by Compression Ignition (CI) Engines to be installed in Agricultural & Forestry Tractors			
UN/ECE 97 Vehicle Alarm Systems	X		
UN/ECE 98 Gas-Discharge Headlamps	X		X
UN/ECE 99 Gas-Discharge Light Sources	X		X
UN/ECE 100 Battery Electric Vehicles			
UN/ECE 101 Emission of Carbon Dioxide and Fuel Consumption (Passenger Car)	X		
UN/ECE 102 A Close-Coupling Device			
UN/ECE 103 Replacement Catalytic Converters			
UN/ECE 104 Retro-Reflective Markings for Heavy and Long Vehicles		X	X
UN/ECE 105 The Carriage of Dangerous Goods with Regard to their Specific Constructional			
UN/ECE 106 Pneumatic tyres for agricultural vehicles			
UN/ECE 107 Double-Deck Large Passenger Vehicles with Regard to their General Construction	X		
UN/ECE 108 Retreaded Pneumatic Tyres (Motor Vehicle)			
UN/ECE 109 Retreaded Pneumatic Tyres (Commercial Vehicle)			
UN/ECE 110 Vehicles Using CNG	X		X
UN/ECE 111 Rollover Stability (Tank Vehicles if Categories N and O)			X
UN/ECE 112 Headlamps (with an Asymmetrical Passing Beam)			X
UN/ECE 113 Headlamps (with a Symmetrical Passing Beam)			X
UN/ECE 114 Replacement Airbag System			
UN/ECE 115 LPG/CNG Retrofit System			
UN/ECE 116 protection of motor vehicles against unauthorized use		X	
–UN/ECE 117 tyres with regard to rolling sound emissions			
–UN/ECE 118 the burning behavior of materials used in the interior construction of certain categories of motor vehicles			
–UN/ECE 119 cornering lamps for power-driven vehicles		X	
–UN/ECE 120 internal combustion engines to be installed in agricultural and forestry tractors and in non-road mobile machinery, with regard to the measurement of the net power			

ASEAN-Japan Joint Forum on Harmonization of Technical Regulations
and Mutual Recognition of Certification—Bangkok, November 30, 2004
Chairman's Summary

The ASEAN-Japan Joint Forum on automotive regulatory harmonization and mutual recognition of certification, held in Bangkok on November 30, 2004, was co-organized by the ASEAN Secretariat, the Government of Japan, the Japan Automobile Manufacturers Association (JAMA), and the Japan Automobile Standards Internationalization Center (JASIC), and attended by the government officials overseeing road traffic, automotive regulations, certification, and automotive industry policy in Indonesia, Laos, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam, and ASEAN Automotive Federation(AAF).

The conference agenda included discussions on (1) Significance of and global trends in the harmonization of regulations; (2) specific ways to advance the harmonization of regulations; and (3) ASEAN and Japan cooperation for the harmonization of regulations.

Discussions at the conference resulted in the ASEAN and Japanese delegates recognizing the following points:

- Globalization in the automotive industry is taking place on a worldwide basis.
- The ASEAN automotive industry is also part of the globalization movement.
- To ensure the sound development of the ASEAN automobile industry on the basis of enhanced vehicle safety and the implementation of environmental protection measures, unimpeded distribution of automobiles and auto parts within and outside the ASEAN region will be necessary in order to expand the motor vehicle market and the scale of production.

For this to happen, accession to the UN/ECE 1958 Agreement, by which signatories agree to mutual recognition of certification based on UN/ECE Regulations, is essential. Conference participants recognized that the adoption of UN/ECE Regulations is therefore a necessary condition for raising the competitiveness of the ASEAN automobile industry and hence increasing the attractiveness of ASEAN as an investment destination for the automotive sector.

Accordingly, ASEAN countries would do their utmost to work with their relevant government authorities in promoting their accession to the 1958 Agreement and their acceptance of mutual recognition of certification based on UN/ECE Regulations. Furthermore, ASEAN countries agreed to call upon the ASEAN Automotive Industry Integration (AAIL) initiative, under the ASEAN Economic Ministers' Meeting, the importance of the 1958 Agreement and mutual recognition of certification.

In return, Japan pledged to extend its cooperation to ASEAN countries through the JASIC Asia Government-Industry Meeting and other similar forums, and stated its willingness to present its recommendations on optimal procedures for bringing about the expansion of the ASEAN automobile industry.

* * * * *

19, April, 2004

Basic Regulations

Proposed by
Ministry of Land, Infrastructure and Transport
Japan

< What are Basic Regulations >

Countermeasures for road safety and environmental protection should be taken under the traffic and environmental condition of each country. However, there are basic regulations for each country regardless of the traffic and environmental condition. This means that the Basic Regulations is the regulation which every country needs to establish in the future.

If ASEAN countries intend to establish an MRA, Basic Regulation could be the best candidate to be used for the mutual recognition. Especially, UN/ECE regulations are the best regulations for the mutual recognition because the MRA should be in line with the UN/ECE/1958 Agreement and open to the world.

< How to make a list >

1. Japanese regulations, European regulations and the U.S. regulation were compared.
2. The regulations, which Japan, Europe and the U.S. have established, have been selected as basic regulations. *See Attachment 1*

< How to use this list >

1. When an ASEAN country intends to establish an automobile technical regulation, the regulation on the list could be a candidate for the national regulation.
2. When some ASEAN countries make an MRA, the regulation on the list could be a candidate for the mutual recognition of certifications. Especially, if the regulation is going to be introduced to many countries, the regulation could be beneficial for the mutual recognition.

See Attachment 2

< How to select regulations from the list >

1. Each country should analyze their traffic and environmental situation and identify the regulation they need.
2. Each country may take into account economical benefit to introduce the regulation into the country.

< What is the benefit to use Basic Regulations >

1. Each country can introduce the regulations smoothly and can get safety and environmental benefit.
2. Each country may have the economical benefit.

List of the Basic Regulations

Area	Aim		Regulation	<Reference> UN/ECE Reg.
Safety Measures	Accident Avoidance Measures	Visibility Characteristics	Glazing Materials	R.43
			Wiping and Washing System	N.A.
			Defrosting and Defogging System	N.A.
			Rear-View Mirrors	R.46
			Installation of Lights	R.48
			Filament Lamps	R.37
			Head Lamps	R.112
			Front Position Lamps	R.7
			Rear Position Lamps	R.7
			Parking Lamps	R.77
			Rear Registration Plate Lamps	R.4
			Reflex Reflector	R.3
			Side-Marker Lamps	R.91
		Transmission of Information	Audible Warning Devices	R.28
			Direction Indicators	R.6
			Stop Lamps	R.7
			Reversing Lamps	R.23
			Speedometer	R.39
		Driving Characteristics	Tires (Commercial Vehicles)	R.54
			Tires (Passenger Vehicles)	R.30
			Wheel	N.A.
			Brake	R.13 & R.13H
		Keeping Performance	Control and Displays	N.A.
			Seats	R.17
		Others	Protection Against Unauthorized Use	R.18
			Vehicle Alarm Systems	R.97
	Passive Safety Measures	Occupant Protection	Frontal Collision	R.94
			Lateral Collision	R.95
			Prevention of Fire Risks	R.34
			Safety Belt	R.16
			Safety Belt Anchorages	R.14
			Head Restraints	R.17 & R.25
			Steering Mechanism	R.12
			Instrument Panel	R.21
			Seatback	R.21
			Sun Visor, etc.	R.21
			Sear Anchorage Strength	R.17
		Vehicle Body	Door Latches and Hinges	R.11
			Rear Under-Run Protection	R.58
Environmental Measures	Emission	Emission	R.83	
		Emission (Heavy Duty Engines)	R.49	
		Diesel Smoke	R.24	
	Noise	Noise	R.51	

ASEAN Situation

Regulation	<Reference> UN/ECE Reg.	Number of ASEAN Countries* which introduced or plan to introduce the regulation
Brake	R.13 & R.13H	5
Diesel Smoke	R.24	5
Emission	R.83	5
Rear-View Mirrors	R.46	4
Installation of Lights	R.48	4
Safety Belt Anchorages	R.14	3
Safety Belt	R.16	3
Diesel Smoke	R.24	3
Audible Warning Devices	R.28	3
Speedometer	R.39	3
Noise	R.51	3
Tires (Commercial Vehicles)	R.54	3
Reflex Reflector	R.3	2
Front Position Lamps	R.7	2
Rear Position Lamps	R.7	2
Stop Lamps	R.7	2
Door Latches and Hinges	R.11	2
Steering Mechanism	R.12	2
Seats	R.17	2
Head Restraints	R.17 & R.25	2
Seat Anchorage Strength	R.17	2
Instrument Panel	R.21	2
Seatback	R.21	2
Sun Visor, etc	R.21	2
Tires (Passenger Vehicles)	R.30	2
Glazing Materials	R.43	2
Rear Under-Run Protection	R.58	2
Rear Registration Plate Lamps	R.4	1
Direction Indicators	R.6	1
Protection Against Unauthorized Use	R.18	1
Reversing Lamps	R.23	1
Filament Lamps	R.37	1
Head Lamps	R.112	1
Prevention of Fire Risks	R.34	0
Frontal Collision	R.94	0
Lateral Collision	R.95	0
Vehicle Alarm Systems	R.97	0
Wiping and Washing System	N.A.	0
Defrosting and Defogging System	N.A.	0
Parking Lamps	R.77	0
Side-Marker Lamps	R.91	0
Wheel	N.A.	0
Control and Displays	N.A.	0

* Thailand, Indonesia, Malaysia, the Philippines and Vietnam

CONFORMITY OF PRODUCTION PROCEDURES

1. INITIAL ASSESSMENT

- 1.1. The approval authority of a Contracting Party must verify - before granting type approval - the existence of satisfactory arrangements and procedures for ensuring effective control so that vehicles, equipment or parts when in production conform to the approved type.
- 1.2. The requirement in paragraph 1.1. must be verified to the satisfaction of the authority granting type approval but may also be verified, on behalf and at the request of the authority granting type approval, by the approval authority of another Contracting Party. In that case, the latter approval authority prepares a statement of compliance outlining the areas and production facilities it has covered as relevant to the product(s) to be type approved.
- 1.3. The approval authority must also accept the manufacturer's registration to harmonized standard ISO 9002 (the scope of which covers the product(s) to be approved) or an equivalent accreditation standard as satisfying the requirements of paragraph 1.1. The manufacturer must provide details of the registration and undertake to inform the approval authority of any revisions to its validity or scope.
- 1.4. On receiving an application from the authority of another Contracting Party the approval authority shall send forthwith the statement of compliance mentioned in the last sentence of paragraph 1.2. or advise that it is not in a position to provide such a statement.

2. CONFORMITY OF PRODUCTION

- 2.1. 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.
- 2.2. The approval authority of a Contracting Party granting a type approval pursuant to a Regulation annexed to this Agreement must verify the existence of adequate arrangements and documented control plans, to be agreed with the manufacturer for each approval, to carry out at specified intervals those tests or associated checks necessary to verify continued conformity with the approved type, including, specifically, where applicable, tests specified in the said Regulation.
- 2.3. The holder of the approval must in particular:
 - 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 unnecessary for checking the conformity to each approved type;
 - 2.3.3. Ensure that test results' data are recorded and that annexed documents remain available for a period to be determined in agreement with the approval authority. This period must not exceed 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 non-conformity 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.

- 2.4. 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.
- 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