



# The 3<sup>rd</sup> Public and Private Joint Forum in Asian region

- The 17<sup>th</sup> JASIC ASIA GOVERNMENT/ INDUSTRY MEETING -

Dec. 4 - 6, 2012  
Crowne Plaza  
Manila, Philippines

Organized by  
Department of Transportation and Communications  
(DOTC),  
Land Transportation Office (LTO), Republic of  
Philippines

and  
Ministry of Land, Infrastructure, Transport and  
Tourism (MLIT), Japan

Operated by  
Japan Automobile Standards Internationalization  
Center (JASIC)



# Meeting Schedule & Participants List



---

# **The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region**

**- The 17<sup>th</sup> JASIC ASIA GOVERNMENT/ INDUSTRY MEETING -**

**Date: Dec. 4 - 6, 2012**

Place: Crowne Plaza Manila Galleria

Address: Ortigas Avenue corner Asian Development Bank Avenue,

Quezon City, Philippines, 1100

Phone: (632) 633-7222

Fax: (632) 633-2821

Web site: [www.crowneplaza.com](http://www.crowneplaza.com)

Organized by

**Department of Transportation and Communications (DOTC),**

**Land Transportation Office (LTO), Republic of Philippines**

and

**Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan**

Operated by

**Japan Automobile Standards Internationalization Center (JASIC)**

---



## **The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region**

- Promoting the International Whole Vehicle Type Approval (IWVTA) concept under the UN Regulation framework for realizing harmonization of regulations and establishing Mutual Recognition of Approvals (MRA) in the Asian region -

Date: Dec. 4 (Tue.) 2012, 9:00-17:20

Place: BALL ROOM - A, 4F Crowne Plaza

Co-chaired by: Ms. Virginia P. Torres Assistant Secretary, Land Transportation Office, Philippines  
Mr. Takeshi Ishikawa Chairman, International Cooperation Committee, JASIC

**08:30 - 09:00 Registration of the Participants**

**09:00 - 09:08 Welcome Speech**

Undersecretary for Road DOTC, Philippines

**09:08 - 09:15 Welcome Address from Industry**

Mr. Vicente T. Mills, JR, President, Philippine Automotive Federation Incorporated (PAFI)

**09:15 - 09:23 Opening Remark 1**

Mr. Takao Onoda Director, International Affairs Office, Engineering Policy Division,  
Road Transport Bureau, MLIT, Japan

**09:23 - 09:30 Opening Remark 2**

Mr. Yoshihiro Nanto Director General, JASIC

**09:30 - 09:37 Opening Remark 3**

Mr. Takashi Hirai Director, Preparatory Office for Establishment of Jakarta Office, JASIC

**09:37 - 09:50 Photography**

**09:50 - 10:10 Coffee Break**

**10:10 - 10:30 Keynote Speech-1**

Mr. Takao Onoda Director, MLIT, Japan

**10:30 - 10:45 Keynote Speech-2**

Honorable Joseph Emilio Abaya Secretary, DOTC, Philippines

**10:45 - 11:00 Keynote Speech-3**

Ir. Mohamad Bin Dalib Chairman of ACCSQ-APWG Task Force

**11:00 - 11:30 Report-1: Report from Industries**

**The report of the RACE meeting;** Representative of JAMA and CAMPI or MDPPA  
**The report of the Parts industry Activity;** JAPIA

**11:30 - 13:00 Lunch Place: TBD**

**13:00 - 13:30 Debriefing session and discussion for WP29**

Mr. Ushio Ueno Executive Director, JASIC

**13:30 - 14:30 Discussion for the future Forum based on 6<sup>th</sup> series**

Coordinator: Mr. Takaki Kasai Co-Chairman, International Cooperation Committee, JASIC

**14:30 - 14:50 Coffee Break**

**14:50 - 15:20 Debriefing session and discussion for the 1958 Agreement and IWVTA**

Mr. Johan Renders European Union  
Mr. Takao Onoda Director, MLIT, Japan

**15:20 - 16:50 Panel Discussion I :**

**Requests to the 1958 Agreement and IWVTA from Asian economies and its reflection result, and the future request including the UN Regulation and GTR**

Coordinator: Mr. Michio Miyamoto Chairman of WP29/IWVTA Committee, JASIC  
Panelists: Japan, Malaysia, Thailand, India, Indonesia, Philippines

**18:30 Departure time of the bus from Crowne Plaza**

**19:30 Welcome Reception to be hosted by DOTC, LTO**

Place: VIKINGS RESTAURANT, SM Mall of Asia, Pasay City





---

## ***The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region***

**- Promoting the International Whole Vehicle Type Approval (IWVTA) concept under the UN Regulation framework for realizing harmonization of regulations and establishing Mutual Recognition of Approvals (MRA) in the Asian region -**

Date: Dec. 5 (Wed.) 2012, 9:00-16:30

Place: BALL ROOM - A, 4F Crowne Plaza

---

Co-chaired by: Mr. Takao Onoda

Director, International Affairs Office, Engineering Policy Division,  
Road Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT), Japan  
Atty. Jaime Rafael Feliciano  
Assistant Secretary for Planning and ICS  
Department of Transportation and Communications (DOTC), Philippines

**09:00 - 10:15**

**Country Report:**

**Short presentation and speech on the development of the vehicle type approval systems in each ASEAN country, Chinese Taipei, Hong Kong, and Korea**

**10:15 - 10:30**

**Coffee Break**

**10:30 - 12:00**

**Panel Discussion II :**

**ASEAN 19 items and the examination of the optimally unified vehicle type approval system in ASEAN region**

Coordinator: Mr. Shigeo Yoshizawa Chairman of ASEAN Subcommittee, JASIC  
Panelists: Japan, Malaysia, Thailand, Indonesia, Vietnam, Philippines, Singapore

**12:00 - 13:30**

**Lunch**

Place: **TBD**

**13:30 - 13:45**

**Report-2: JICA Philippine Project**

Mr. Arnel R. Manresa Chief of Road Transport Planning Division, DOTC

**13:45 - 14:15**

**Report-3: China and India Forum in 2012, and their Country Report:**

- China forum and Country Report: China  
- India forum and Country Report: India

**14:15 - 14:30**

**Report-4: Expert Meetings in 2012 and plan for 2013**

Mr. Hiroshi Morita Director, JASIC

**14:30 - 15:00**

**Coffee Break**

**15:00 - 16:00**

**Drafting Wrap Up**

**16:00 - 16:20**

**Adoption of Wrap Up**

**16:20 - 16:30**

**Closing Address**

Atty. Alfonso V. Tan, Jr. Executive Director, LTO, Philippines

---

**17:00 - 19:00**

**Farewell Reception hosted by JAPAN**

Place: Sapphire B Room



---

## ***The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region***

### **- Technical Tour -**

Date: December 6 (Thu) 2012

Place: TOYOTA MOTOR PHILIPPINES CORPORATION

Toyota Special Economic Zone

Santa Rosa-Tagaytay Highway, Santa Rosa City, Laguna

Tel.: Manila Trunk Line (+2) 825-8888

Laguna Trunk Line (+49) 541-3020

Fax: (+2) 6800-5086

Web URL: [www.toyota.com.ph](http://www.toyota.com.ph)

---

#### **Schedule:**

**6:30 - 7:00**      **Assembly at Lobby of Crowne Plaza Galleria Hotel**  
**7:00 - 7:15**      **Depart for Toyota Motor Phil. Corp., Sta. Rosa Laguna**  
**(Depend on traffic)**

#### **In the facility**

<b>From</b>	<b>To</b>	<b>Activity</b>
<b>8:15</b>	<b>9:00</b>	<b>Ingress Registration</b>
<b>9:00</b>	<b>9:30</b>	<b>Corporate Orientation</b>
<b>9:30</b>	<b>10:30</b>	<b>Plant Tour</b>
<b>10:30</b>	<b>10:35</b>	<b>Return to Assigned Room</b>
<b>10:35</b>	<b>11:00</b>	<b>Question and Answer Portion</b>
<b>11:45</b>	<b>11:55</b>	<b>Photo Opportunity</b>
<b>11:55</b>	<b>12:00</b>	<b>Departure</b>

**12:00 - 12:45**      **Travel time to Taal Vista Hotel**  
**12:45 - 14:00**      **Lunch at Taal Vista Hotel**  
**14:00 - 16:00**      **Travel time back to Crowne Plaza Galleria Hotel**

---

## **Japan Automobile Standards Internationalization Center**

3F, Shoei-Rokubancho Bldg., 6, Rokubancho,

Chiyoda-ku, Tokyo 102-0085, JAPAN

Tel:+81-3-5216-7241, Fax:+81-3-5216-7244

**LIST OF FOREIGN PARTICIPANTS IN THE 17TH JASIC ASIA GOVERNMENT/INDUSTRY MEETING**

No.	Country/ Economy	Name (First Name to Last Name)	Organization/ Company	Title/Position	Mailing Address	E-mail Address	Phone	Fax
1	<b>THE REPUBLIC OF CHINA (R.O.C) Taiwan</b>	Mr. Hung Chu Nien	Vehicle Safety Certification Center (VSCC)	Engineer & Domestic Vehicle Certification Dept. Certification Specialist	No. 2 Lugong N.2 <sup>nd</sup> Rd., Lugong Town, Changhua Country 50544, Taiwan, (R.O.C.)	<a href="mailto:nhc@vscc.org.tw">nhc@vscc.org.tw</a>	+886-4- 7812180 Ext. 2120	+886-4- 7811400
2		Mr. Simon Hsu	Vehicle Safety Certification Center	Director	No. 2 Lugong N. 2 <sup>nd</sup> Rd., Lukang Town, Changhua	<a href="mailto:simon@vscc.org.tw">simon@vscc.org.tw</a>	+886-4- 7812180	+886-4- 7811555
3		Mr. Yu-Jen Hung	TTVMA/Kuozui Motors. Ltd.	Group Manager	No. 73 Ding-Ning Rd., Chung- Li, Tao-Yuan, Taiwan	<a href="mailto:11421hung@mail.kuozui.com.tw">11421hung@mail.kuozui.com.tw</a>	+886-3- 4611222 #451	+886-3- 4520304
4		Mr. Sheng-Lung Hsu	TTVMA (Taiwan Transp. Vehicle. Manufacturers Association)	Executive Senior Specialist	9 <sup>th</sup> Floor, 380 Sec. 1, Fu-Shing South Road Taipei (106) Taiwan ROC	<a href="mailto:erichsu@ttvma.org.tw">erichsu@ttvma.org.tw</a>	886-2- 2705110 #123	886-2- 2706644 0
5		Mr. Hsin-Pin Yu	Yulon Nissan Motor Co., Ltd.	Engineer/ Regulation & Certification Group	39-2, Bogongkeng, Xihu Village, Sanyi Township, Miaoli County 367 Taiwan (ROC)	<a href="mailto:Hsin-pin.yu@yulon-nissan.com.tw">Hsin-pin.yu@yulon-nissan.com.tw</a>	886-37- 875881 #1896	886-37- 874042
6		Mr. Chung-Guan Cheng	China Motor Corp.	Specialist, Product Engineering Division	No. 618, Xiucui Rd., Yangmei City, Taoyuan County 326, Taiwan (ROC)	<a href="mailto:ccg@china-motor.com">ccg@china-motor.com</a>	886-3- 47831 ext. 2685	886-3- 270774
7	<b>EUOPERAN UNION</b>	Mr. Johan Renders	European Commission	Legislative Officer – Automotive Industry Unit	European Commission Office: BREY 10/038, B-1049 Brussels	<a href="mailto:Johan.renders@ec.europa.eu">Johan.renders@ec.europa.eu</a>	+32-2- 2969962	
8	<b>INDIA</b>	Mr. K K Gandhi	Society of Indian Automobile Manufacturers	Executive Director (TECH)	Core-413, 5 <sup>th</sup> F India Habitat Centre, LODI Road, New Delhi	<a href="mailto:kkgandhi@siam.in">kkgandhi@siam.in</a>	91-11- 47103010/ 18	91-11- 2464822 2
9	<b>INDONESIA</b>	Mr. Dea Fabriani Susanto	Gaikindo/Pt. Astra Daihatsu Motor	Supervisor	Jl. Gaya Motor III/5, Sunter II, Jakarta Utara	<a href="mailto:dea.fabriani@daihatsu.astra.co.id">dea.fabriani@daihatsu.astra.co.id</a>	+6221- 6510400 Ext.5332	+6221- 651835
10		Mr.Abdur Rahim	Gaikindo/Pt. Ford Motor Indonesia	Manager Government Affair	Wisma Pondok Indah 2, Suite 1601-02, Jakarta Selatan	<a href="mailto:arahim2@ford.com">arahim2@ford.com</a>	+6221- 27588323	+6221- 7592297 5
11		Mr. Sutan Sinar Situmorang	Ministry of Industry	Head of Section for Component Industry in Standards	JL, Gatot Subroto Kau 52-53 11 <sup>th</sup> Floor Jakarta	sutanss@yahoo.com	622152519 01	6221525 1901
12		Mr. Yan Sibarang Tandiele	Ministry of Industry	Deputy Director for Component Industry	JL, Gatot Subroto Kau 52-53 11 <sup>th</sup> Floor Jakarta	<a href="mailto:Yantandiele2003@yahoo.com">Yantandiele2003@yahoo.com</a>	622152519 01	6221525 1901
13		Mr. Emjunan Sihite	Gaikindo/Pt. TMMIN	Head of Government & Regulatory Affair Section	Jl. Laks. Yos Sudarso Sunter II, Jakarta Utara	<a href="mailto:emsih@toyota.co.id">emsih@toyota.co.id</a> <a href="mailto:sihiteemjunan@yahoo.com">sihiteemjunan@yahoo.com</a>	+6221- 6515551 Ext. 2606	+6221- 6521610
14		Mr.Mahardian Ismadi Brata	Gaikindo/Pt. Suzuki Indomobil Motor	Senior Foreman/Homologatio n Group Leader	Jl. Pangeran Diponegoro Km 36,2. Tambun Bekasi	<a href="mailto:mahardian.brata@suzuki.co.id">mahardian.brata@suzuki.co.id</a> <a href="mailto:brata.mahardian@gmail.com">brata.mahardian@gmail.com</a>	+6221- 8801235 Ext. 598	+6221- 8834350 8

**LIST OF FOREIGN PARTICIPANTS IN THE 17TH JASIC ASIA GOVERNMENT/INDUSTRY MEETING**

15		Mr.Tri Wahono	Gaikindo/Pt. Nissan Motor Indonesia	Assistant Manager, Gov. Relation Dev.	Jln.MT Haryono Kav 10, Jakarta 13330	<a href="mailto:tri.wb@nissan.co.id">tri.wb@nissan.co.id</a>	+6221-8582323	+6221-8584927
16		Mr. Arif Setiawan	Gaikindo/Pt. KTB	Head of Regulation Section	Jl. Jend A. Yani Proyek Pulo Mas, Jakarta 13210	<a href="mailto:arief-s@ktb.co.id">arief-s@ktb.co.id</a>	+6221-4891608 Ext.1862	+6221-4751351
17		Mr. Eddy Surowasono	Gaikindo/Pt. Toyota Astra Motor	Head of Regulation and Certificate Section	Jl. Yos Sudarso, Sunte 2, Jakarta Utara	<a href="mailto:eddy.surowasono@toyota.astra.co.id">eddy.surowasono@toyota.astra.co.id</a>	+6221-6515551	+6221-651531
18		Mr.Hidayatul Ichsan Suwarno	Gaikindo	Section Head	Jl. Teuku Cik Ditiro I No. 11 D-E-F, Menteng, Jakarta Pusat	<a href="mailto:ichsan@gaikindo.or.id">ichsan@gaikindo.or.id</a> <a href="mailto:hidayatulichsan2@gmail.com">hidayatulichsan2@gmail.com</a>	+6221-3157178	+6221-3142100
19		Mr. Muawiyah Ismail	Gaikindo/Pt. TMMIN	Head of Government and Regulatory Affair Section	Jl. Laks Yos Sudarso Sunter II, Jakarta Utara	<a href="mailto:oshi@toyota.co.id">oshi@toyota.co.id</a>	+6221-6515551 Ext. 2606	+6221-6521610
20		Mr. Toto NurwitJaksono	Directorate Gen. of Land Transportation, Min. of Transportation, Republic of Indonesia	Deputy director of Roadworthiness	Karya Bldg., 8 <sup>th</sup> F, Medan Merdeka Barat No. 8, Jakarta 10110	<a href="mailto:totoonoer@hotmail.com">totoonoer@hotmail.com</a>	+62-21-3506127	+62-21-3506127
21		Ms. Farida Makhmudah	Directorate Gen. of Land Transportation, Min. of Transportation, Republic of Indonesia	Chief of Legal Aids and Documentation	Karya Bldg., 9 <sup>th</sup> F, Medan Merdeka Barat No. 8, Jakarta 10110	<a href="mailto:farizka@yahoo.com">farizka@yahoo.com</a>	+62-21-3506141	+62-21-3506141
22	<b>JAPAN</b>	Mr. Michio Miyamoto	Japan Automobile Standards Internationalization Center (JASIC)	Chairman of WP 29/IWVTA Committee	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:michio@miyamoto.tec.toyota">michio@miyamoto.tec.toyota</a>	+81-3-5216-7241	+81-3-5216-7244
23		Mr. Takeshi Ishikawa	JASIC/Honda Motor Co. Ltd.	Chairman of International Operation Committee	52-1 Hagadai, Haga-Machi, Haga-gun, Tochigi 321-3325	<a href="mailto:takeshi_ishikawa@hm.honda.co.jp">takeshi_ishikawa@hm.honda.co.jp</a>	+81 28 687-2150	+81 28 687-2144
24		Mr. Takaki Kasai	JASIC	Co-Chairman of International Operation Committee	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:tac001@cava.tec.toyota.co.jp">tac001@cava.tec.toyota.co.jp</a>	+81-3-5216-7241	+81-3-5216-7244
25		Mr. Shigeo Yoshizawa	JASIC	Chairman of ASEAN Subcommittee	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:shigeo_a_yoshizawa@hm.honda.co.jp">shigeo_a_yoshizawa@hm.honda.co.jp</a>	+81-3-5216-7241	+81-3-5216-7244
26		Mr. Kiminori Hyodo	JASIC	Chairman of Regulation and Certification Systems Committee, JAPIA	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:kimi-hyodo@koito.co.jp">kimi-hyodo@koito.co.jp</a>	+81-3-5216-7241	+81-3-5216-7244
27		Mr. Yoshihiro Nanto	JASIC	Director General	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:nanto@jasic.org">nanto@jasic.org</a>	+81-3-5216-7241	+81-3-5216-7244

**LIST OF FOREIGN PARTICIPANTS IN THE 17TH JASIC ASIA GOVERNMENT/INDUSTRY MEETING**

28		Mr. Ushio Ueno	JASIC	Executive Director	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:ueno@jasic.org">ueno@jasic.org</a>	+81-3-5216-7241	+81-3-5216-7244
29		Mr. Takashi Hirai	JASIC	Head of Jakarta Office	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:hirai@jasic.org">hirai@jasic.org</a>	+81-3-5216-7241	+81-3-5216-7244
30		Mr. Hiroshi Morita	JASIC	Director	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:morita@jasic.org">morita@jasic.org</a>	+81-3-5216-7241	+81-3-5216-7244
31		Mr. Yoshiaki Nanbu	JASIC	Chief	3F Shoei-Rokubancho Bldg., 6 Rokubancho, Chiyoda-ku Tokyo 102-0085	<a href="mailto:nanbu@jasic.org">nanbu@jasic.org</a>	+81-3-5216-7241	+81-3-5216-7244
32		Mr. Takao Onoda	Ministry of Land, infrastructure, Transport and Tourism (MILT)	Director of International Affairs Office, Engineering Policy Division, Road Transport Bureau	2-1-3 Kasumigaseki, Chiyodaku Tokyo 100-8918	<a href="mailto:onoda-t2r3@mlit.go.jp">onoda-t2r3@mlit.go.jp</a>	+81-3-5253-8592	+81-3-5253-1639
33		Mr. Takashi Ootomo	Ministry of Land, infrastructure, Transport and Tourism (MILT)	Chief of International Affairs Office, Engineering Policy Division, Road Transport Bureau	2-1-3 Kasumigaseki, Chiyodaku Tokyo 100-8918	<a href="mailto:ootomo-t23k@mlit.go.jp">ootomo-t23k@mlit.go.jp</a>	+81-3-5253-8592	+81-3-5253-8592
34		Mr. Kenji Maruyama	JASIC/Ford Motor Corp.	Advance Veh. Regulation Manager, APA SE & SE	3-L shinchi, Fuchu-cho, Hiroshima 730-8670	<a href="mailto:kmaruyama@ford.com">kmaruyama@ford.com</a>	81-82-287-497	81-81-287-5147
35		Mr. Kasuzhi Arima	Vehicle Certification Agency	Type Approval Engr.	3F Kanayama Yamato Bldg., 6-9, 1 Chome, Shin-Otou, Atsuta, Nagoya, Japan	<a href="mailto:kasuzhi@vca-asia.jp">kasuzhi@vca-asia.jp</a>	+81-52-683-8831	+81-52-683-8832
36		Mr. Akira Togashi	JAPIA (Japan Autoparts Industries Association)	Sr. Manager Technical Dept.	1-16-15 Takanawa, Minato-ku Tokyo, 108-0074 Japan	<a href="mailto:tohashi@japia.or.jp">tohashi@japia.or.jp</a>	+81 3 3445 4215	+81 3 3447 5372
37		Mr. Kiminori Hyodo	JAPIA	Chairman of Regulation and Certification System Committee	Koito Mfg. Co. LTD. 500 Kitawaki, Shimizu-ku, Shizuoka-shi, 424-8764, Japan	<a href="mailto:Kimi-hyodo@koitto.co.jp">Kimi-hyodo@koitto.co.jp</a>	+81 3 3445 2366	+81 3 3445 3437
38		Mr. Masayuki HARIGAI	Ministry of Foreign Affairs (MOFA), Japan	Transport Attache, Economic Section, Embassy of Japan in the Philippines	Embassy of Japan, 2627 Roxas blvd., Pasay city, Metro Manila, 1300 Philippines, P.O. Box 414 Pasay City	<a href="mailto:masayuki.harigai@mofa.go.jp">masayuki.harigai@mofa.go.jp</a>	(632)551-5710 ext. 2104	(632)551-5783

**LIST OF FOREIGN PARTICIPANTS IN THE 17TH JASIC ASIA GOVERNMENT/INDUSTRY MEETING**

39		Mr. Kenichiro, KOREEDA	Ministry of Foreign Affairs (MOFA), Japan	Trade and Commercial Attache, Economic Section, Embassy of Japan in the Philippines	Embassy of Japan, 2627 Roxas blvd., Pasay city, Metro Manila, 1300 Philippines, P.O. Box 414 Pasay City	<a href="mailto:kenichiro.koreeda@mofa.go.jp">kenichiro.koreeda@mofa.go.jp</a>	(632)551-5710 ext. 2104	(632)551-5783
40	<b>LAO PDR</b>	Mr. Thongdam Khounoudom	Dept. of Industry and Handicraft	Director, Products Standard Div.	Phonexay Rd., P.O. Box 4107, Vientiane Capital	<a href="mailto:thongdamk@hotmail.com">thongdamk@hotmail.com</a>	856-21-453494	856-21-4531930
41	<b>MALAYSIA</b>	Ms. Iris Pereira	Honda Malaysia Son BHD	Senior Executive	HICOM Industrial Park, Pegon 78000 Alor Gajah, Melaka, Malaysia	<a href="mailto:iris@honda.net.my">iris@honda.net.my</a>	+6065591579	+6065591598
42		Mr. Kamis Zuraini	Perodua Mfg. SDN BHD	Manager	Perodua Mfg. SDN BHD, Sungai Choh, Locked Bag 226, 48009 Rawang, Selangor, Malaysia	<a href="mailto:zuraini@perodua.com.my">zuraini@perodua.com.my</a>	603-6738888 ext 3678	60367330541
43		Ms. Binsi Mohd Zin Zuraini	PROTON SDN BHD	Manager	Eng. Div., PROTON SDN BHD, 40918 Shah Alam, Selangor, Malaysia	<a href="mailto:zuraininz@proton.com">zuraininz@proton.com</a>	+60350392318	+60351919548
44		Mohd Sharul Nizam Sarip	Road Transport Dept. of Malaysia	Deputy Director		<a href="mailto:Sharulnizam@jpp.gov.my">Sharulnizam@jpp.gov.my</a>	+60194475429	+60388905950
45		Mohamad Dalib	Road Transport Dept. of Malaysia	Director		<a href="mailto:Mohamad@jpi.gov.my">Mohamad@jpi.gov.my</a>	+60388866420	+60388905950
46		Mr. Goh Wei Ping	Hong Leong Yamaha Motor	Manager, R & D	Lot 57, Persiaran BRP3, 47000 SG Buloh Selangor, Malaysia	<a href="mailto:wpgoh@yamaha-motor.com.my">wpgoh@yamaha-motor.com.my</a>	60-16-3598696	60-3-6157717
47		Mr. Mohd Hafizi Mohd Arifin	Ministry of Transport Malaysia	Assistant Secretary	Ministry of Transport Malaysia, Land Division, Level 3, Block D5, Complex D, Federal Admin. Centre, 62616 Putrajaya, Malaysia	<a href="mailto:hafizi@mot.gov.my">hafizi@mot.gov.my</a>	+60193773600	+60388892461
48		Mr. Putra Ezree Bin Izhah	Boon Siew Honda Sdn. Bhd.	Engineer Quality Assurance Section	449, Jalan Permatang Pauh, Mak Mandin, 13400, butterworth, Penang, Malaysia	<a href="mailto:Putra_ezree@bswhonda.com.my">Putra_ezree@bswhonda.com.my</a>	+60124990433	+60433423725
49		Mohd Tajudin Bin Loman	Boon Siew Honda Sdn. Bhd.	Manager Administration Division	449, Jalan Permatang Pauh, Mak Mandin, 13400, butterworth, Penang, Malaysia	<a href="mailto:tajudin@bswhonda.com.my">tajudin@bswhonda.com.my</a>	+60124991464	+60433423725
50		Mr. Khalili Zulrifli	MASAAM/FAMI	Secretary General	Armstrong Auto Parts, Tikam Batu Ind. Est. SG. Petani	<a href="mailto:khalilizul@armstrong.auto.com">khalilizul@armstrong.auto.com</a>	04-4388202	04-4388626
51	<b>MYANMAR</b>	Mr. Soe Win	Ministry of Rail Transportation	Chief Engineer, Road Transport Administration Dept.	No. 29 Nay Pyi Taw, Myanmar	<a href="mailto:Rasean123@gmail.com">Rasean123@gmail.com</a>	95-67-405145	95-67-405145
	<b>PHILIPPINES</b>							
52	<b>SINGAPORE</b>	Mr. Chit Chong Michael Wong	Motor Traders Association of Singapore (MTA)	Committee Member, MTA	17 Lorong 8 Toa Payoh #02-00 Singapore 319254	<a href="mailto:secretariat@mta.org.sg">secretariat@mta.org.sg</a>	65-62587210	65-6472-4930



**LIST OF FOREIGN PARTICIPANTS IN THE 17TH JASIC ASIA GOVERNMENT/INDUSTRY MEETING**

53	<b>THAILAND</b>	Mrs. Phulporn Saengbangpla	Thai-Nichi Institute of Technology	Vice President: Chairman ACCSQ-APWG	1771/1 Pattanakarn Rd. Suanluang, BKK 10250	<a href="mailto:phulporn@yahoo.com">phulporn@yahoo.com</a>	661-8079063	662-2141919
54		Mr. Sitti Limpanawong-saen	General Motors	Technical Regulatory Manager	Level 21, Tasa Tower I, 555 Phaholyothin Road, Chatuchak, Bangkok 10900	<a href="mailto:sitti.limpanawongsaen@gm.com">sitti.limpanawongsaen@gm.com</a>	+660-27914820	+660-29370171
55		Ms. Jiraporn Kaewkraisorn	Dept. of Land Transport	Chief of Vehicle Regulations Branch, Automotive Eng. Bureau	1032 Phaholyothin Road, Chatuchak, Bangkok 10900	<a href="mailto:Jiraporn.dlt@gmail.com">Jiraporn.dlt@gmail.com</a>	662 271 8603	662 271 8667
56		Mr. Shinya Azuma	JAMA/Asian Honda Motor Co. Ltd.	Manager/ Certificate & Product Regulation Bloc	14 Sarasin Bldg., Surasak Rd., Silom, Bangrak, Bangkok 10500 Thailand	<a href="mailto:ashinya@honda.th.com">ashinya@honda.th.com</a>	+66-84-875-5261	
57		Ms. Nanami Sakakibara	TAIA/TMAP-EM	Managing Director of TMAP-EM	99 Moo 5, Ban-Ragad, Bang Bo, Samutprakarn, 10560 Thailand	<a href="mailto:sakakibara@tec.tmap-em.toyota-asia.com">sakakibara@tec.tmap-em.toyota-asia.com</a>	+66-2790-5120	+66(0)27905036
58		Ms. Ruth Wannaruetai	The Thai Automotive Industry Association	Vice-President	2754/1 Soi Sukhumvit 66/1, Sukhumvit Rd., Bangna Bangkok 10260	<a href="mailto:ruth.w@honda.co.th">ruth.w@honda.co.th</a>	(662) 341-7888 #2056	(662) 790-9102
59		Mr. Prasert Angkawinijwong	The Thai Automotive Industry Association	Vice-President	186/1 MU 1 Old Railway Rd., T. Samrongtai A. Phra Pradaeng, Samut Prakarn 10130	<a href="mailto:pangkawi@toyota.co.th">pangkawi@toyota.co.th</a>	(662) 386-1846	(552) 386-1887
60		Mr. Banpoch Tengwongwattana	The Thai Automotive Industry Association					
61	<b>VIETNAM</b>	Mr. Ky Hong Nuyen	VAMA/Vina Star Motors Corp.	Asst. Gen. Manager	243 Trung Son, Thee Duc, HCMC, Vietnam	<a href="mailto:KYNH@VINASTARMOTORS.COM.VN">KYNH@VINASTARMOTORS.COM.VN</a>	+84-8-38963201	+84-8-38963200
62		Mr. Nguyen Dong Phong	Vietnam Register	Deputy Director- Vehicle Certification Dept.	18 Pham Hung Road, Tu Liem District, Hanoi, Vietnam	<a href="mailto:Phongnd@yr.org.vn">Phongnd@yr.org.vn</a>	+84437684730 ext 632	+84437684730



# The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region

- Day 1 -





# Opening remarks



# Welcome Speech

**Undersecretary for Road**

**DOTC, Philippines**



# Welcome Address from Industry

**Mr. Vicente T. Mills, JR,  
President, Philippine Automotive Federation  
Incorporated (PAFI)**



# Opening remark 1

**Mr. Takao Onoda,  
Director, International Affairs Office,  
Engineering Policy Division,  
Road Transport Bureau, MLIT, Japan**



## Opening remark 2

**Mr. Yoshihiro Nanto  
Director General,  
Japan Automobile Standards  
Internationalization Center (JASIC)**



## Opening remark 3

**Mr. Takashi Hirai**  
**Director, Preparatory Office**  
**for Establishment of Jakarta Office, JASIC**

# ***JASIC Jakarta Office...***

**December 4, 2012**

***Takashi HIRAI***

**Director**

**Preparatory Office for Establishment of Jakarta Office**



## ***Contents - 1***

➤ *What is JASIC ?*

- **JASIC's Activities**  
- *Cooperation with ASIA*
- **Activities of JASIC Jakarta Office**



# What is JASIC ? - Objective

JASIC was established *to assist the MLIT-Japan;*

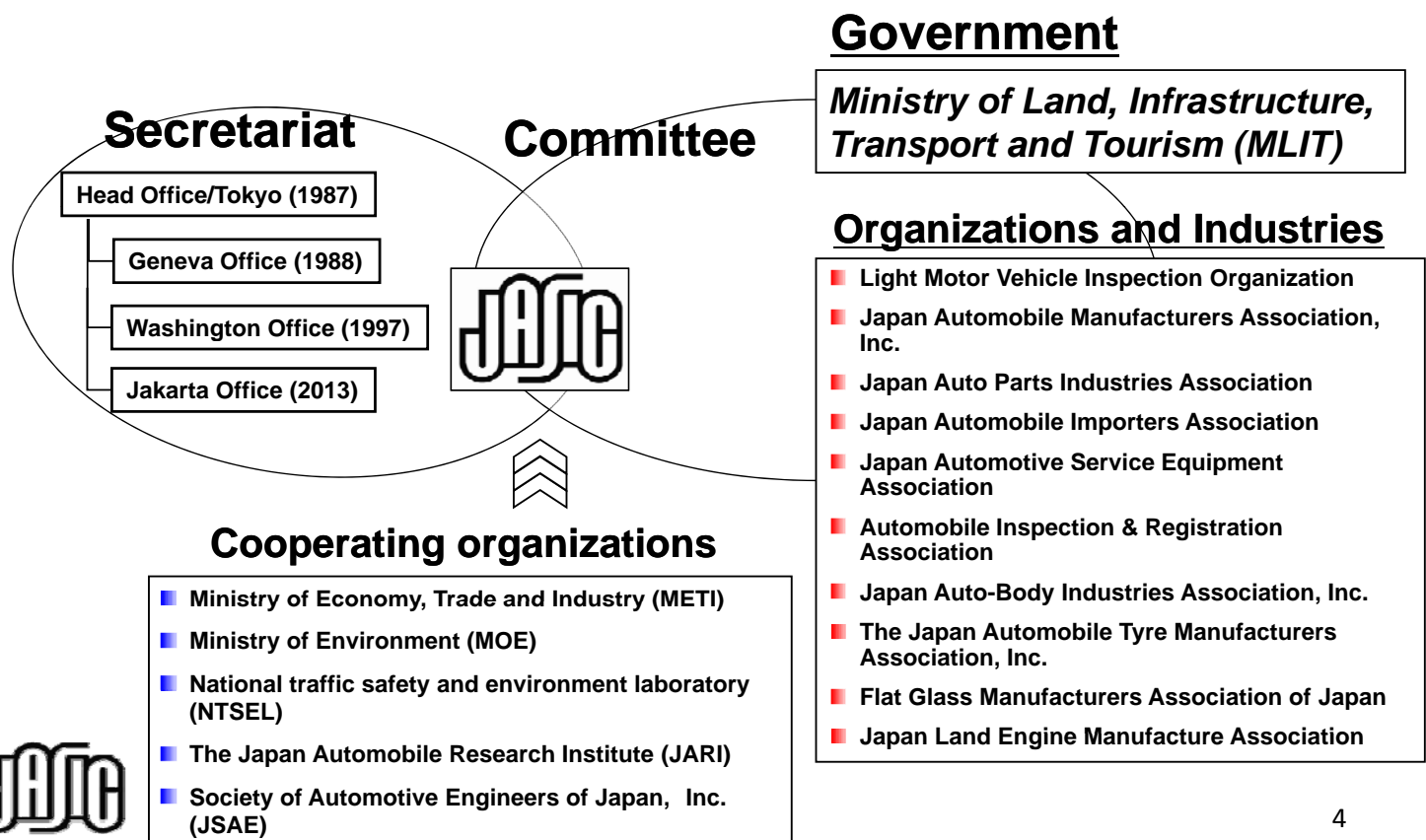
*in promoting the international harmonization of automobile technical regulations and certification system*

*under the cooperation between public and private sectors*



3

# What is JASIC ? - Organization overview



4



# Contents - 2

- What is JASIC ?
- JASIC's Activities  
- Cooperation with ASIA
- Activities of JASIC Jakarta Office



5

## ***JASIC's Activities - Cooperation with ASIA*** ①

### ***JASIC Public and Private Joint Forum in Asian region***

#### **Purpose**

*To realize international harmonization of vehicle regulation and mutual recognition of approvals under the 1958 agreement .*

#### **Participant**

*Governments and Industries of Asian area.*

#### **Organize**

*This Annually Forum is co-organized by JASIC and a government of Asian country which the forum is held.*



6

# JASIC's Activities - Cooperation with ASIA②

## JASIC Public and Private Joint Forum in Asian region

Topics of this Forum are,

- Development of a VTA in each country.
- Accession to the 1958 Agreement and adoption of UN Regulations necessary for a VTA.
- Basic study for MRA of a whole vehicle certification under the UN/WP29 framework.
- Arrangement of the expert meetings for well understanding of the 1958 Agreement and each UN Regulation.



**The 3rd Public & Private Forum  
will be held in Manila, Philippine,  
December 4th – 6th, 2012.**



7

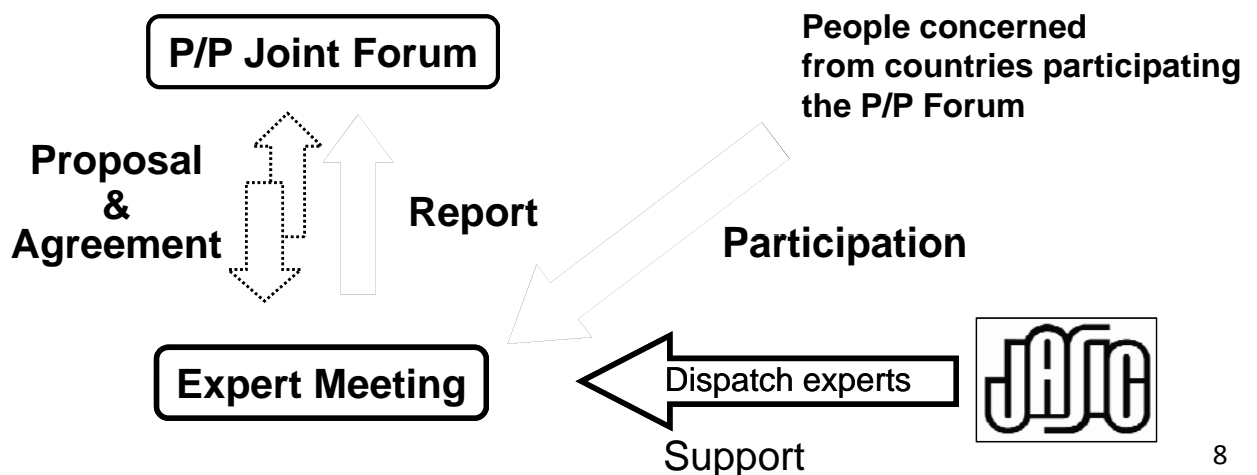
# JASIC's Activities - Cooperation with ASIA③

## JASIC Asia Expert Meeting

### Purpose

*To improve knowledge for the specific items*

*To strengthen the cooperation among Asian countries.*



8

# ***JASIC's Activities - Cooperation with ASIA④***

## ***JASIC Asia Expert Meeting***

### **Lecture**



- *The 1958 Agreement*
- *A type approval system*
- *Environmental regulation*
- *Safety regulation etc.*

### **Demonstration Test**



- *Lighting*
- *Noise*
- *Etc.*

9

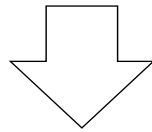
## ***Contents - 3***

- **What is JASIC ?**
- **JASIC's Activities**  
*- Cooperation with ASIA*
- ***Activities of JASIC Jakarta Office***



# Activities of JASIC Jakarta Office

- ✓ **Exchange information** relating to automotive regulations and certification systems with ASEAN Member States, ASEAN Secretariat, etc.
- ✓ **Provide assistance** in establishing automotive regulation and certification systems in ASEAN Member States as well as their accession to the 1958 Agreement
- ✓ **Promote Japan-ASEAN cooperation** in international harmonization of regulations at the United Nation, etc.

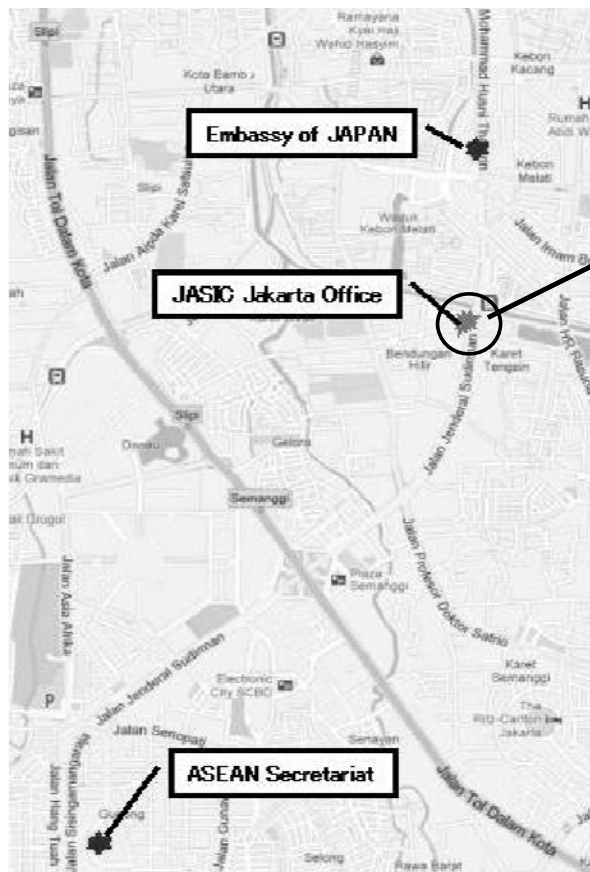


- **Enhance safety and environmental performance of automobiles in the ASEAN Member States**
- **Strengthen Asia's presence and influence in the international arena**



11

# Information of JASIC Jakarta Office



<Address>  
Wisma 46 – Kota BNI, 19<sup>th</sup> Floor  
Jl. Jend. Sudirman Kav. 1  
Jakarta 10220



12

Thank you  
for your attention.

*[http://www.jasic.org/e/index\\_e.htm](http://www.jasic.org/e/index_e.htm)*

*Contact address : [jasic@jasic.org](mailto:jasic@jasic.org)*





# Keynote Speech-1

Mr. Takao Onoda,  
Director, International Affairs Office,  
Engineering Policy Division,  
Road Transport Bureau, MLIT, Japan

# Keynote Speech

---

The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region  
4-5 December 2012

*Takao ONODA*

*Director, International Affairs Office,  
Engineering Policy Division,  
Road Transport Bureau*



Ministry of Land, Infrastructure, Transport and Tourism

---

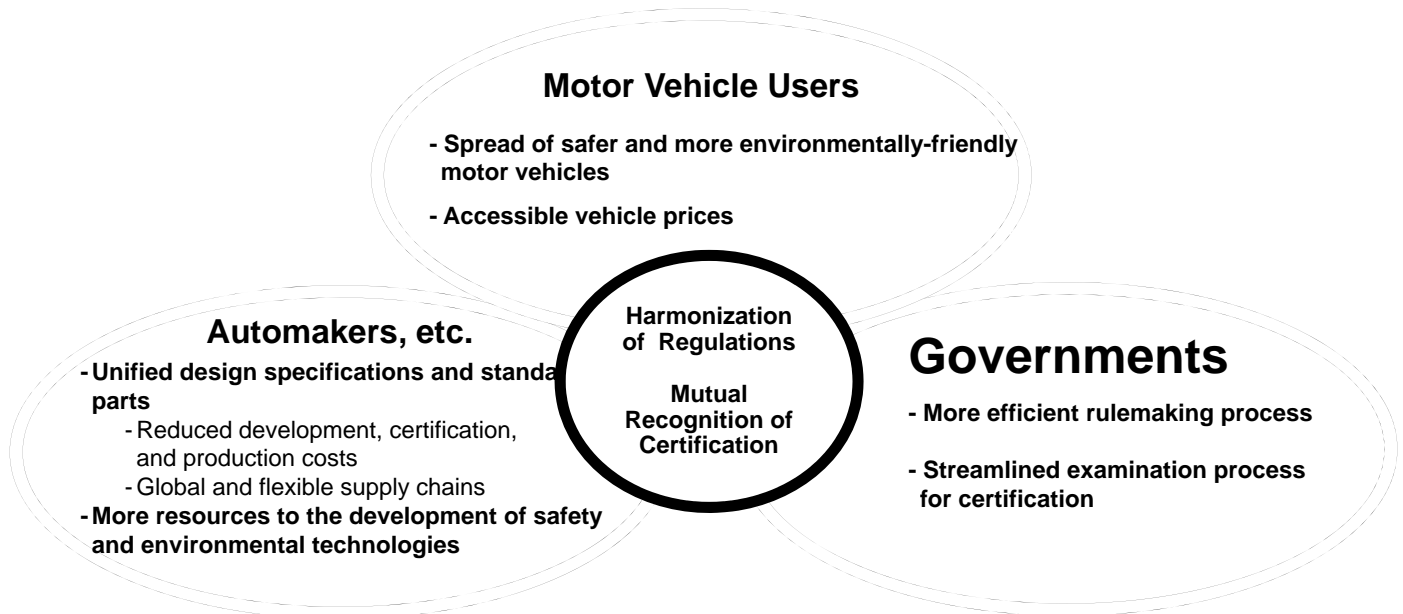
## Contents



- 1. Benefits of harmonization of regulations and mutual recognition of certification**
- 2. Develop partnership among Asian countries**
- 3. ASEAN-Japan Cooperative Program for Vehicles**
- 4. Conclusion**

# 1. Benefits of harmonization of regulations and mutual recognition of certification

- Through harmonization of regulations and mutual recognition of certification, it is possible to promote safer and more environmentally-friendly motor vehicles around the world.
- This not only enables governments to cut administration costs, but also allows the automobile industry to reduce development, certification, and production costs through unification of vehicle design specifications and standardization of parts, to build up global and flexible supply chains, and, consequently, to concentrate more resources on the development of safety and environmental technologies.
- Motor vehicle users also benefit not only from the spread of safer and more environmentally-friendly motor vehicles, but also from reduction in vehicle prices resulting from reduced costs.



3

# 2. Develop partnership among Asian countries

- Asian countries are rapidly growing. They are promising auto markets and, at the same time, important international players. It is imperative to improve environment for automakers to play active roles in the contribution to the growth, safety, and security of Asian countries.
- We will work with other Asian countries so as to enhance the contributions of Asia to WP.29 and to expand the accession to the 1958 Agreement, and, as a result, to promote the harmonization of regulations and mutual recognition of certification for improving safety and environment.
- Two fronts of work: multilateral framework through government/industry joint forums, etc. and bilateral cooperation through meetings of minister-level officials, seminars, and dispatch of experts, etc.

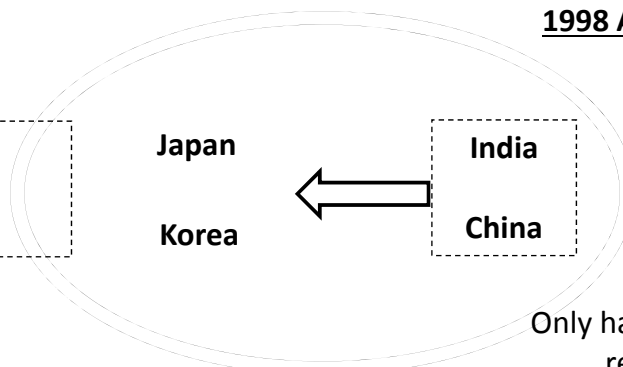
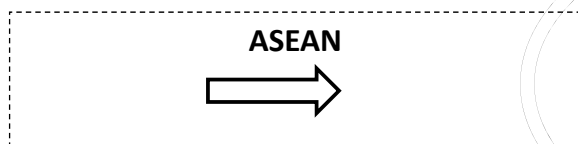
Asia as Growing Auto Markets

Asia as International Partners

Promote the harmonization of regulations and mutual recognition of certification through expansion of accession to the 1958 Agreement for improving safety and environment

1958 Agreement

1998 Agreement



Harmonization of regulations  
+  
Mutual recognition of certification

Only harmonization of regulations

4



#### Background

- ◇Rapid motorization along with economic development and globalization
- ◇Regional environmental issues and traffic accidents become serious concerns
- ◇Economic integration by 2015

Within the framework of “Automobile Technical Cooperation Project on Safety and Environment” under ASEAN-Japan Transport Partnership(AJTP), MLIT of Japan proposed to initiate a new program for further fostering cooperative relationship with ASEAN Member States in this field.

#### **ASEAN-Japan Cooperative Program on Development of Technical Regulations and Establishment of a Type Approval System for Vehicles (endorsed at the 8th ASEAN-Japan Transport Ministers Meeting held in November 2010 )**

Policy dialogue

Public-private joint forum

Training courses

Dispatching experts

Improvement of laws, regulations and organizations

Promotion of mutual recognition of approval

Development of technical regulations

Accession to the UN agreement

Establishment of a type approval system

Assessment on conformity of production

Promotion of international harmonization of regulations

Appointment of the technical services

5

### 3-2. Specific Measures of the Cooperative Program

Specific Measures listed in the ***ANNEX as of 04 July 2012*** of the “ASEAN-Japan Cooperative Program on Development of Technical Regulations and Establishment of a Type Approval System for Vehicles”

1. **Public and Private Joint Forum in Asian region**  
The Forum was held in November 2011 in Indonesia.
2. **ASEAN Forum on WP29**  
The Forum was held in conjunction with the Public and Private Joint Forum in Asian region. The next Forum will be held in 2012 and/or 2013 (under consideration).
3. **ACCSQ-APWG Workshop**  
The Workshop was held one day prior to the last SEOM/ACCSQ/APWG in September 2012. The next Workshop will be held in February 2013 in Lao PDR (under consideration).
4. **Advanced Training Course**  
The Training Course was held in October 2012 for about 2weeks.  
Participating Countries : Indonesia, Philippines, Vietnam.
5. **JICA Training Course**  
The Training Course was held in November 2012 for about 2 weeks.  
Participating Countries : Cambodia, Indonesia, Lao PDR, Myanmar, Thailand
6. **JASIC Asia Expert Meeting**  
Expert Meetings were held in Malaysia, Vietnam, and Thailand in 2012.
7. **Technical Assistance to Philippines**  
A project for technical assistance to Philippines was launched in August 2011 and the first phase ended in March 2012.
8. **Technical Assistance funded by Japan-ASEAN Integration Fund [in preparation]**

6

### 1. Public and Private Joint Forum in Asian region 2. ASEAN Forum on WP29

**Date** November 2011 **Place** Indonesia

**Purpose**

- Exchange views and information in the fields of automobile technical regulations and a type approval system.
- Share the latest information on WP29 discussion.

**Participants** Brunei, Cambodia, China, Hong Kong, India, Indonesia, Japan, Korea, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam, etc.

160 representatives from both public and private sector in 2011

(Total number of participant: more than 2,000 from 19 Economies up to 2011)

**Outcome** - Japan has provided the latest information on WP29 activities.

- It was confirmed that Asian economies would deepen their understandings of the merits of participation in WP29 and of accession to the 1958 Agreement.

- It was confirmed that each Asian economy may present its opinions so that their requests and proposals can be reflected at WP29.

The next Public and Private Joint Forum would be held in the Philippines this year.

7

### 3. ACCSQ-APWG Workshop

**Date** One day prior to the task force meeting of APWG

**Place** Same venue as the APWG meeting

**Participants** Representatives from ASEAN regulatory bodies from both transport and industry sector, technical services and automotive industry

#### **Topics**

- Conformity of Production (COP) System under the 1958 Agreement and Japanese System
- Updated movement on World Forum for Harmonization of Vehicle Regulations (WP29)
- Electric Vehicle Standard



### 4. Advanced Training Course

**Date** October 2012 for about 2 weeks

**Place** Japan

#### Purpose

- i. Promote to apply technical regulations on safety and environment
- ii. Promote international harmonization of vehicle regulations on safety and environment and mutual recognition of type approval

**Participants** Indonesia, Philippines, Vietnam.

#### Program

##### Lecture

- World Forum for Harmonization of Vehicle Regulations (WP29)
- 1958 Agreement and UN Regulation
- Latest information on discussions in WP29
- Internationalization of Regulation and Certification System

##### Technical tour

- Technical service for type approval (NTSEL)



9

### 5. JICA Training Course

**Date** November 2012 for about 3 weeks

**Place** Japan

#### Purpose

To provide useful advice and information and extend assistance to ASEAN Member States so as to develop their vehicle regulations and establish type approval systems.

**Participants** Cambodia, Indonesia, Lao PDR, Myanmar, Thailand.

#### Program

##### Lecture

- Motor vehicle safety and environment regulation and certification system
- Motor vehicle inspection and registration system
- Motor vehicle recall system
- Motor vehicle assessment etc.

##### Technical tour

- National Agency of Vehicle Inspection
- Designated vehicle maintenance shop etc.

10

## 6. JASIC Asia Expert Meeting

(JASIC : Japan Automobile Standards Internationalization Center)

### Purpose

Dispatching JASIC experts to ASIAN countries

- for encouragement of their better understanding of UN Regulations,
- for enhancement of their knowledge, skills, methods and
- for improvement of system such as certification system, COP system practically

(COP : Conformity of Production)

### Process



① P/P Joint Forum



Inter communication

Arrange Experts and dispatch them to the country to carry out the Expert Meeting



③ The country arrange the venue and collect the audiences

Country	Date	Theme
Malaysia	Jul. 2012	R100 (Electric Power Train) R40,83 (Exhaust Emission)
Vietnam	Aug. 2012	R34 (Prevention of Fire Risks) Recall
Thailand	Aug. 2012	R80 (Seats of large passenger vehicles) R117 (Tire rolling noise, wet grip adhesion, rolling resistance )



④ EX Meeting

## 7. Technical Assistance to Philippines

**Date** August 2011- March 2012

### Background

In response to an official request from the Philippine government, Japan decided to carry out the Project.

### Topics

- Study of the current situations
- Analysis on the Impact of new motor vehicle regulations and certification
- Development of the implementation approaches

### Output

- The Philippines government has established a Road Map to Accession to the 1958 Agreement and a Framework for Vehicle Regulation and Certification System.

### 8. Technical Assistance funded by Japan-ASEAN Integration Fund [in preparation]

#### 1 : Survey of the current situations

- Survey of the current situations of ASEAN countries such as existing vehicle regulations and certification, existing system, past approach of the vehicle regulations and certification and so on.
- Case study of introduction and implementation on motor vehicle regulations and certification in Japan and other countries

#### 2 : Analysis of the impact of new vehicle regulations and certification

- Analysis of bottleneck and impact on safety, environment, stakeholders, society and so on

#### 3 : Development of the implementation approaches

- Proposal regarding concept of motor vehicle regulations and certification, implementation system (organizational structure, role, committee, personnel), schedule of the implementation, etc.
- Preparation of draft of new vehicle regulations and certification

#### 4 : Seminar and training

- Seminars for both public and private stakeholders and training necessary for the implementation on new vehicle regulations and certification etc.

## 4. Conclusion

□Asian economies can promote safer and more environmentally-friendly motor vehicles through the harmonization of regulations & mutual recognition of certification and the accession to the UN 1958 Agreement.

□Japan is ready to support such efforts through “ASEAN-Japan Cooperative Program on Development of Technical Regulations and Establishment of a Type Approval System for Vehicles” endorsed at the 8th ASEAN-Japan Transport Ministers Meeting.

□Japan will launch the new project funded by Japan-ASEAN Integration Fund (JAIF) to assist the improvement of the motor vehicle regulation and certification system so as to enhance the safety of motor vehicles and to reduce the environmental burden.

**Thank you for your attention!**





# Keynote Speech-2

**Honorable Joseph Emilio Abaya  
Secretary, DOTC, Philippines**



# Keynote Speech-3

**Ir. Mohamad Bin Dalib**  
**Chairman of ACCSQ-APWG Task Force**



**Guest of Honor from  
Land Transportation Office, Republic of the Philippines**

**Mr. Takao Onoda**

Director of Road Transport Bureau  
Ministry of Land Infrastructure, Transport and Tourism (MLIT)

**Mr. Yoshihiro Nanto**

Director General  
Japan Automotive Standards Internationalisation Center (JASIC)  
Delegates of the Second Public and Private Joint Forum in Asian Region  
Automotive Industry Associations

Distinguished Guests, Ladies and Gentlemen

A PLEASANT DAY TO ALL OF US...

First of all, I would like to express my sincere appreciation to Japan Automotive Standards Internationalisation Center (JASIC) and Ministry of Land Infrastructure, Transport and Tourism (MLIT) of Japan for the kind invitation to me to give a Speech on the occasion of the 3<sup>rd</sup> Public and Private Joint Forum in Asian Region.

It is unfortunate, however, that Mr. Isagani Creencia Erna have to attend to an equally important commitment as part of his main obligation to service the Working Group Meetings in ASEAN. It so happened that the events are scheduled at the same time, so on behalf of the Task Force of APWG, I will deliver the speech for the purpose of this forum..

In January 2011, the 1<sup>st</sup> Public and Private Joint Forum in Asian Region was held in Japan and it gave the opportunity for all of us to learn from the various presentations and subsequently, In November 2011, the 2<sup>nd</sup> Public and Private Joint Forum in Asian Region was held in Indonesia. Both Forums shared about the activities of ASEAN in the automotive sector, in particular the activities related to the integration initiatives in ASEAN. Never-the-less, the spirit of ASEAN is very much represented today noting that most of the representatives of the Automotive Product Working Group in ASEAN are joining the Forum and their collective views represent the view of ASEAN.

Ladies and Gentlemen...

The automotive sector is one of the priority sectors identified for integration in ASEAN with the aim of achieving ASEAN Economic Community by 2015. In the area of standards and conformance, the support to integration initiative is geared towards reducing, if totally eliminating, technical barriers to trade (TBT). In this regard, the Automotive Product Working Group (APWG) was established by the ASEAN Consultative Committee for Standards and Quality (ACCSQ) to study and develop mechanisms to address trade barriers caused by differing standards and technical regulations in the automotive sector. *For the benefit of non-ASEAN delegates, the*

*ACCSQ is the sectoral body in ASEAN created by ASEAN Economic Ministers and mandated to address Technical Barriers to Trade in the priority product sectors in the region in order to facilitate the free flow of quality and safe goods in ASEAN.*

Tariffs and duties of imported goods have significantly reduced in ASEAN which encourages trade in the region, however if other impediments to trade, such as compliance to technical regulations of importing country still exists then the probability of delaying the entry of products could happen. This is where the elimination of TBT comes into the picture.

For its part, the Automotive Product Working Group has made progress on identifying and developing mechanism to reduce TBT to facilitate trade of automotive products in ASEAN through, among others:

- **Harmonisation of Standards and Technical Requirements;**
- **Mutual Recognition of Conformity Assessment Results; and,**
- **Capacity Building Programmes,** among its various activities.

These three mechanisms are the main focus of my speech in this Forum.

### ***Firstly, Harmonisation of Standards and Technical Requirements...***

Using international standards as basis of national standards is one of the important elements in harmonisation. The APWG has agreed on adopting UNECE Regulations as basis of common standards and technical requirements for ASEAN. As we all know UNECE Regulations is the internationally recognised Regulations or requirements in the automotive sector. In order for the automotive products to be sold globally, it has to meet UN regulations. Countries with automotive manufacturing industry have to put into consideration the international Regulations for global market and competitiveness.

While it is acknowledged that each Member State has its own prioritisation in terms of the applicable UN regulations to be applied nationally, it is worthwhile to mention that in ASEAN, 19 UNECE Regulations have been agreed for harmonisation by 2015. It took a significant amount of time to arrive at the common UNECE regulations for harmonisation in ASEAN noting the different level of capability and technical infrastructure of ASEAN Member States. Agreeing with 19 UNECE Regulations is just the beginning of the harmonisation process. The more challenging part of scrutinising the relevant UNECE regulations to have unified standard and technical requirements is yet to be seen and awaits further discussions. One thing for sure, using common reference standard as basis of test and certification, provides opportunity for wider market access and international recognition. Harmonised standards and technical requirements are pre-requisite to mutual recognition.

### ***This brings me to the second trade facilitation mechanism – **Mutual Recognition of Conformity Assessment Results*****

With the common basis of test and certifications for the product, coupled by testing and certification at the source country on behalf of the importing country reduces the burden of duplicate testing and certification. This is the principle behind the development of Mutual Recognition Arrangements (MRA) for Type Approval of Automotive Products in ASEAN.

Some country requires testing and certification or approval of product against a standard prior to selling in their country in order to make sure that the products are safe and of good quality. At times this requirement is incorporated in the laws, rules or regulations of the country making compliance to standards mandatory. This system has been accepted as a legitimate right of a country in order to enforce a certain requirements. However assuring the safety and quality of the product does not necessarily require testing by importing country alone noting the equally reliable and competent testing and certification bodies available for the product outside the country.

The ASEAN MRA on Type Approval for Automotive Products provides a regional arrangement to accept testing and certification issued by competent Technical Services following the competence criteria and procedure stipulated in the MRA. The competent criteria follow the internationally acceptable system and procedures in conformity assessment system in order to gain benefits of the already existing technical infrastructure by the countries. The MRA has also taken into consideration the UN 1958 Agreement as the base criteria of recognition and procedures. The ASEAN MRA on Type Approval of Automotive Products is progressing in its development however I must admit that there are important issues that need to be addressed before ASEAN can move further in the completion of MRA. These steps are important in making sure that everyone are achieving common objective for the benefit of all ASEAN Members.

It is also important for all ASEAN Members to fully appreciate the MRA mechanism to make it useful and beneficial not only for those who have the capability to utilize it fully but would also provide avenue for those who are still developing their automotive industry to see greater opportunity for them. The MRA therefore serves as a capacity building for the industry.

**Capacity Building Programme** is important component for harmonisation and mutual recognition.

ASEAN is privileged to enjoying generous support from donor countries or dialogue partners in pursuing the integration initiative agenda in ASEAN. Japan for instance has been at the forefront in providing this support in the automotive sector by way of training, workshops, meetings and conferences.

Previously, there was a workshop on Vehicle Type Approval (VTA), Conformity of Production (COP) procedure and UN regulations held in July 2011 in Jakarta has provided clearer picture in approaching a harmonised UN regulations and MRAs. The APWG had a problem in determining the differences among the 19 UNECE regulations in terms of specific requirements of each UN Regulations. The workshop had provided the needed information on the different versions of each UNECE Regulation which the APWG was looking for clarification.

The various trainings and workshops in the past have definitely provided inputs in what the APWG has reached so far in the area of harmonisation and mutual recognition.

This Third Private/Public Forum is another opportunity of capacity building for ASEAN as delegates participate in the discussion through exchange of information and sharing of experiences with other countries and be updated on the developments in the automotive sector not only in Asia but also in the world.

Ladies and Gentlemen...

I shared some mechanisms that ASEAN through the Automotive Product Working Group is doing. Let me summarise this by saying that ...

- the work of harmonisation and mutual recognition are the key mechanisms towards trade facilitation in ASEAN;
- the automotive sector is following these steps and is progressing one step at a time;
- moving forward with common goal and vision are important to advance together as a Region;
- reducing the development gap in ASEAN between countries with advance automotive industry and countries with newly developing automotive industry is enhancing ASEAN as a region.
- this would not be possible without the support of generous and kind assistance from dialogue partners. The APWG would be able to achieve its milestone as it continues to work together and shape the ASEAN automotive industry as a region towards a single community in 2015.

**In closing**, let me thank once again Japan Automotive Standards Internationalisation Center (JASIC) and Ministry of Land Infrastructure, Transport and Tourism (MLIT) of Japan for this opportunity; and of course to the government of Indonesia for hosting this important event.

I wish every one a productive and fruitful Forum.

TERIMA KASIH...



# Report-1: Report from Industries

**Mr. Kiminori Hyodo**  
**Chairman of Regulation and Certification**  
**Systems Committee, JAPIA**

**Our Asian Internationalization  
accelerates  
the worldwide  
Prosperous economy  
and Safe vehicle society**  
**[ with international Regulation and MRA  
of Components and Vehicles ]**



Public and Private Joint Forum in Asian Region  
4,5, Dec. 2012  
Mr. Kiminori HYODO



**My presentation Agenda**

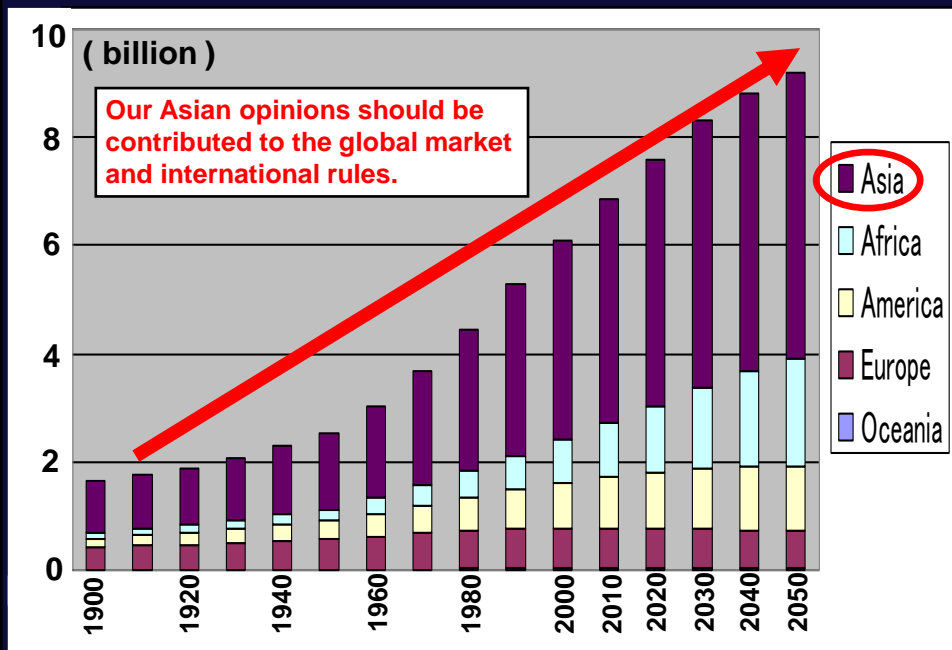
- 1- **Asian Power** in 21<sup>st</sup> Century
- 2- Internationalization accelerates **Asian Competitive Power**
- 3- The closest path for **Internationalization**
- 4- **Merits** of UN-Reg(1958 Agreement)
- 5- How about **current situation in Asia?**
- 6- Certification System of **Components and Vehicles**
- 7- Our **Collaboration** among Auto Parts Industries Associations In the world



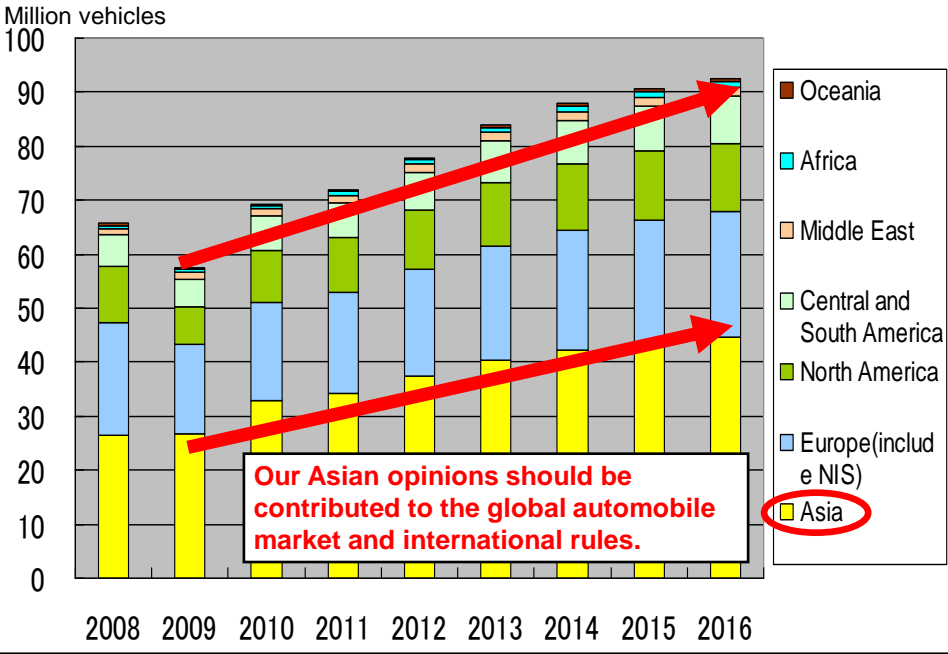
1-

# Our **Asian Power** in 21<sup>st</sup> Century

## Forecast of World Population



**JAPIA** Forecast of World **Automobile production** (5/55)



**JAPIA** (6/55)

**21<sup>st</sup> Century: Motorization in Asia**

- Vehicle production in Asia will significantly increase in the years ahead



- Multi-polar production and local procurement of parts inside Asia
- A center of Automobile supply to Worldwide market



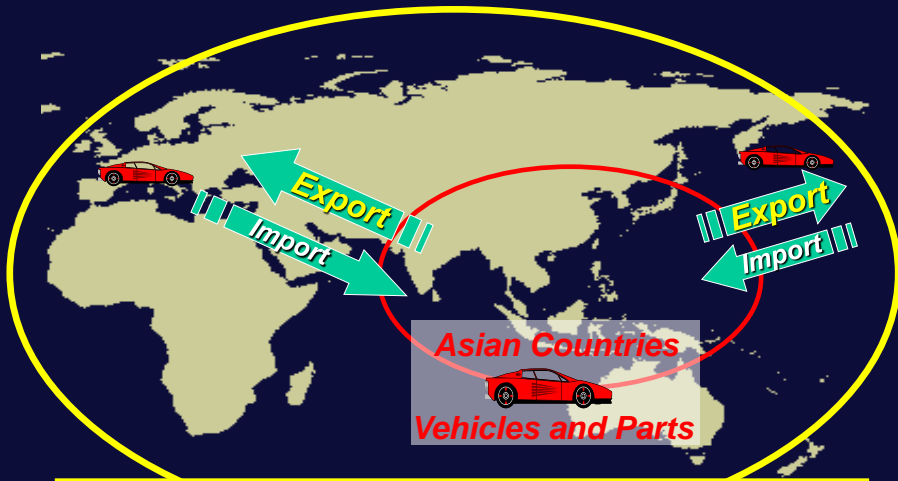


2-

**Internationalization**  
**accelerates**  
**Asian Competitive Power**

**Asian competitive power of**  
**Automobile industry**  
**will become stronger by**  
**the Internationalization of**  
**Regulation and Certification system**  
**of Vehicles and Components**





**Common International Regulation(Requirement)  
and  
Common International Certification system**



3-

**UN-Reg(1958 Agreement)  
is closest path  
for  
Internationalization**



To guarantee Safety  
 To keep Environment  
 To do Worldwide business



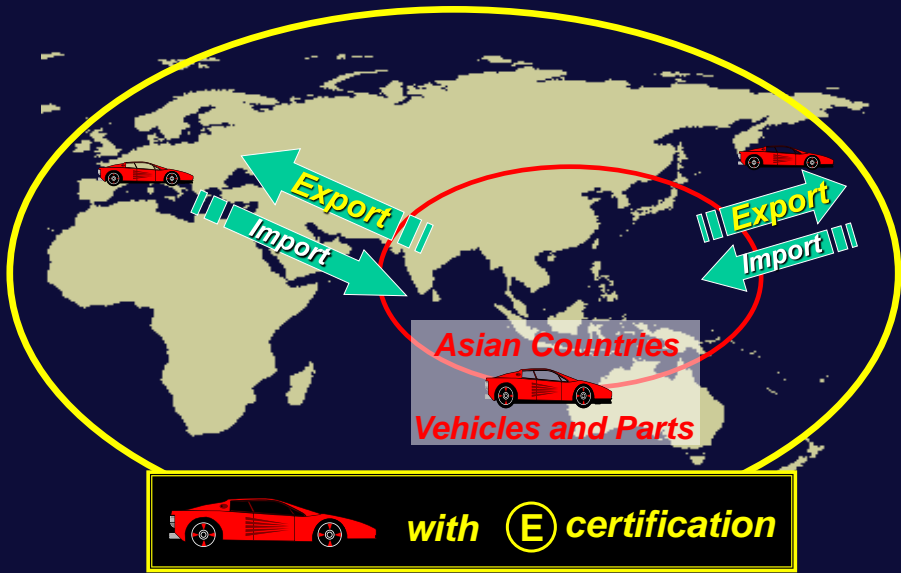
**UN-Reg(1958 Agreement)** is the most appropriate and closest path (**tool**) to **realize** our Asian internationalization and **competitive power in worldwide market.**

Regulations and Certification Systems:  
Expected Role of our Asia

• Internationalization for Reg & Certification

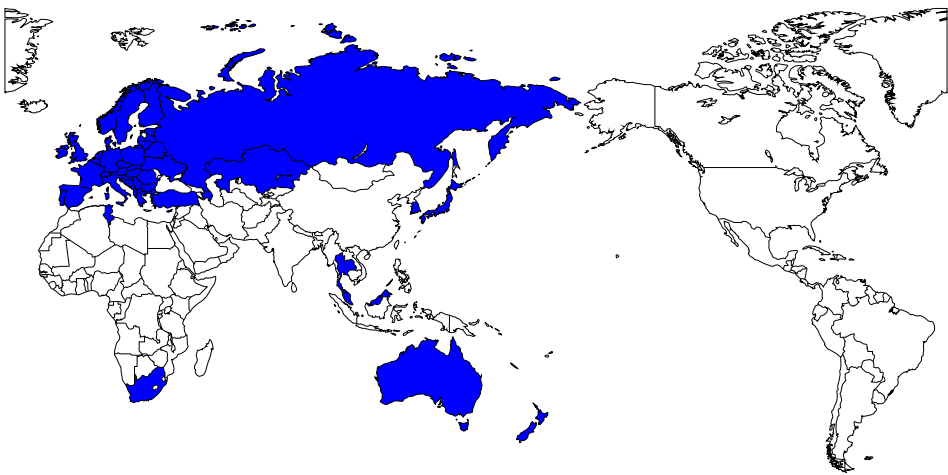
- Harmonize Activity between Asian Countries Based on UN-Reg
- Mutual recognition of Certification in Asia Based on 1958 Agreement





**UN-Reg 1958 Agreement**

**The Contracting Parties of the 1958 Agreement**

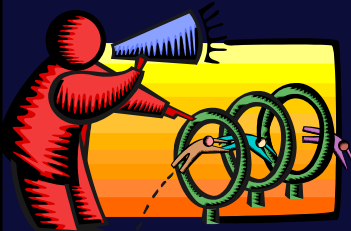


**76 countries** (49 + EU 27) are the members.



4-

## Merits of UN-Reg(1958 Agreement)



Let's review

### UN-Reg 1958 Agreement

**Aim :** To achieve *the safety vehicle society and prosperity in the world.*

**Methods :**

- 1) Harmonization of **Requirements**
- 2) **MRA**  
(Mutual Recognition of Approvals)

## Benefit from Introduction of Technical Requirements of UN Regulation

- **It is relatively easy to place products reflecting new technologies on the market.**
  - Technical requirements of UN Regulation are established at an international level.
- **Existing technologies can be also used continuously.**
- **Products with the same spec can be distributed to many countries.**
  - Technical requirements of UN Regulations are international and have been already accepted in many countries.
  - It will get easy to distribute vehicle equipment/parts, as international commodities.



**Many countries will benefit by technologies with an adequate level of safety/environmental performance.**

## Benefit from Adoption of UN Regulation / Reciprocal Recognition of E-Approval

- **if One certification (E-Approval) becomes sufficient as a proof of conformity to each domestic regulation by adopting UN Regulations, the placing on the market of vehicle equipment/parts, as international commodities, will get easier in each country.**
  - Overlap of tests and procedures for certification will be avoided.
  - That leads to lower costs.
  - End users in each country may be able to use vehicle equipment/parts in the same performance level.



**Those measures have great advantage for end users, as well as manufacturers.**



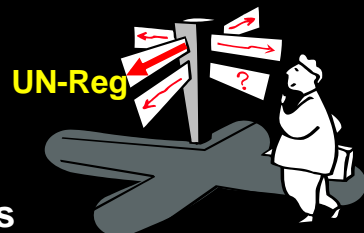
5-

# How about the current situation in our ASIA?

## How about the direction of current Asian situation ?



*To guarantee Safety  
To keep Environment  
To do Worldwide business*



**UN-Reg(1958 Agreement)** is the most appropriate and closest path (**tool**) to **realize** our Asian internationalization and **competitive power** in worldwide market.

# How about the direction of current Asian situation ?

## 1) Harmonization of Requirements



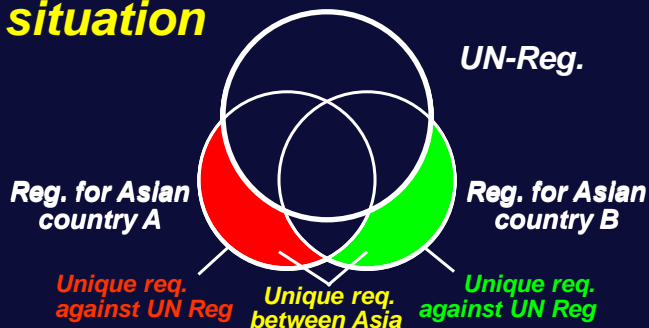
To guarantee Safety  
To keep Environment  
To do Worldwide business



UN-Reg(1958 Agreement) is the most appropriate and closest path (tool) to realize our Asian internationalization and competitive power in worldwide market.

## 1) Harmonization of Requirements

### current situation in Asia



Our Asian countries should discuss the necessity of our unique requirements.

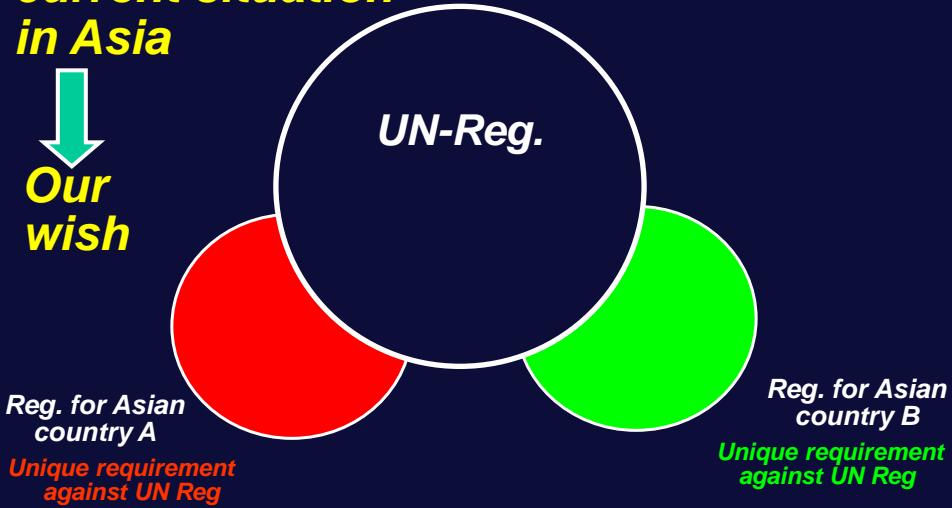
- 1) If they are reasonable, unique requirements may be remained.
- 2) If they are unreasonable, unique requirements should be harmonized.



current situation  
in Asia



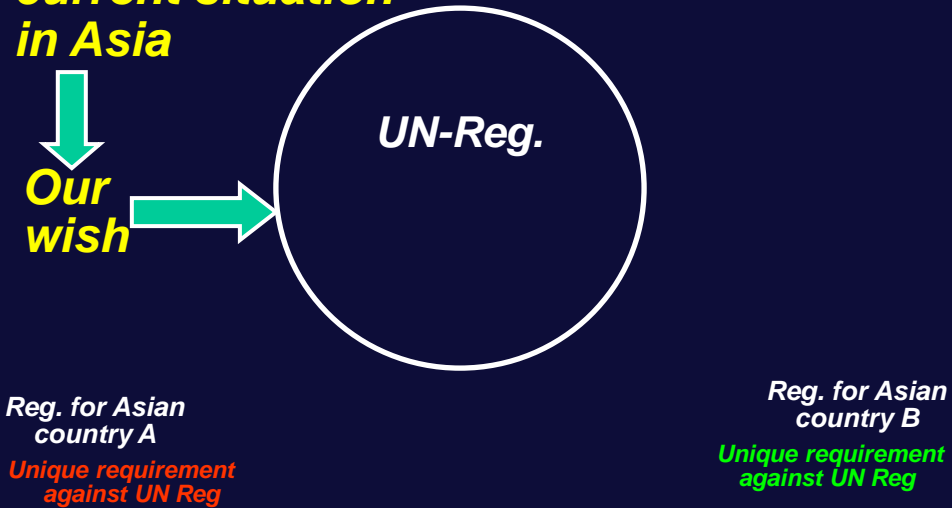
Our  
wish



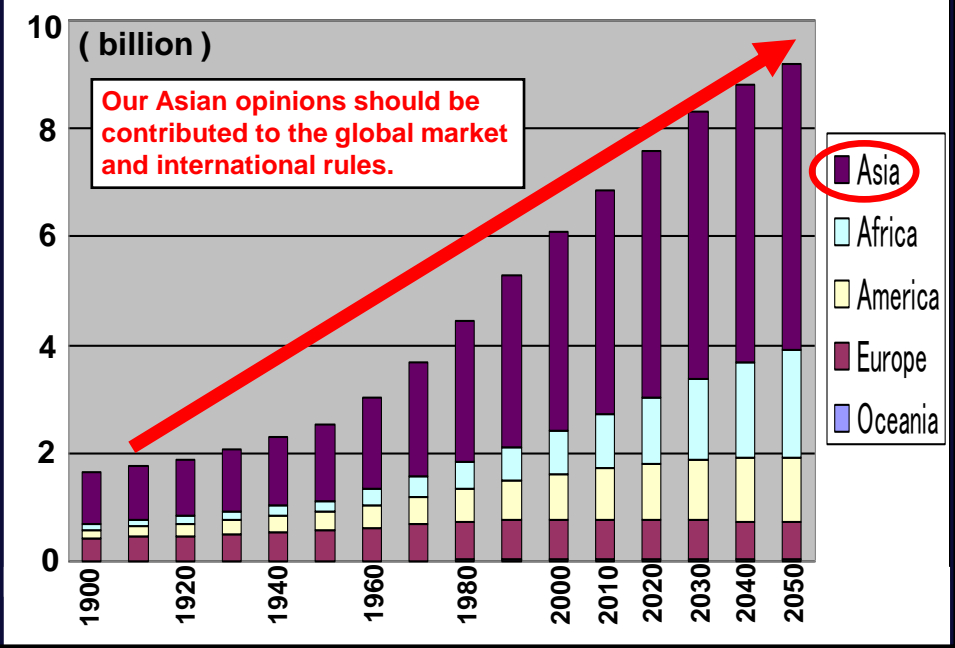
current situation  
in Asia



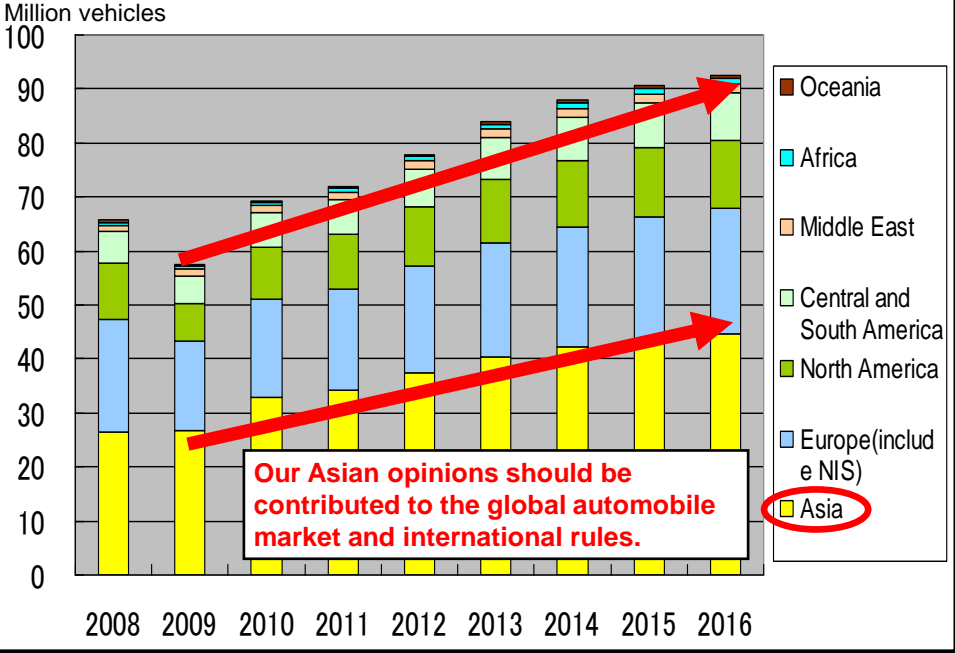
Our  
wish



### Forecast of World Population



### Forecast of World Automobile production



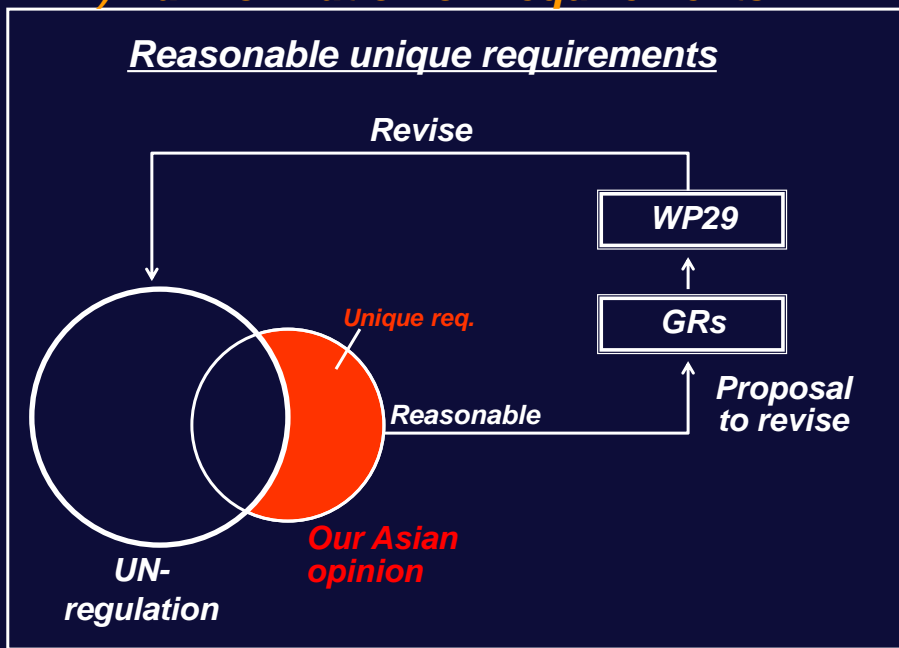
# Our **Asian Power** in 21<sup>st</sup> Century

Forecast of World **Population**  
Forecast of World **Automobile production**



**Our Asian opinions should be contributed to the global automobile market and international rules.**

## 1) **Harmonization of Requirements**



# How about the direction of current Asian situation ?

## 2) MRA (Mutual Recognition of Approvals)



**UN-Reg**

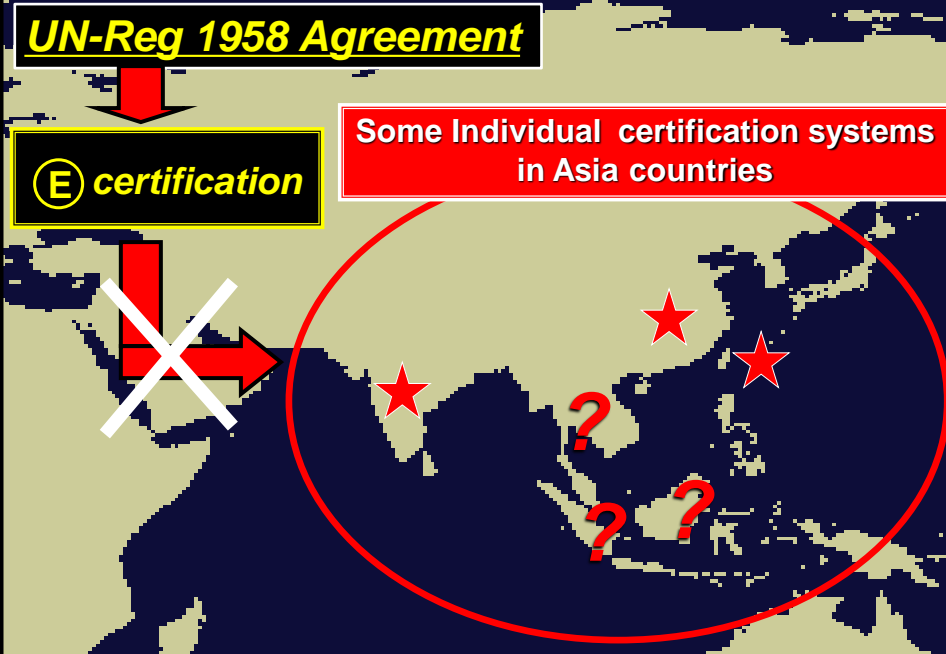
To guarantee Safety  
To keep Environment  
To do Worldwide business



**UN-Reg**

**UN-Reg(1958 Agreement)** is the most appropriate and closest path (tool) to realize our Asian internationalization and competitive power in worldwide market.

## 2) MRA (Mutual Recognition of Approvals)






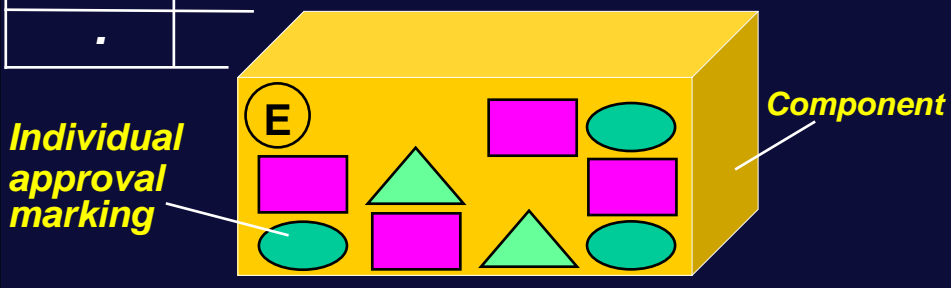
**UN-Reg 1958 Agreement**

**E certification**

Some Individual certification systems in Asia countries

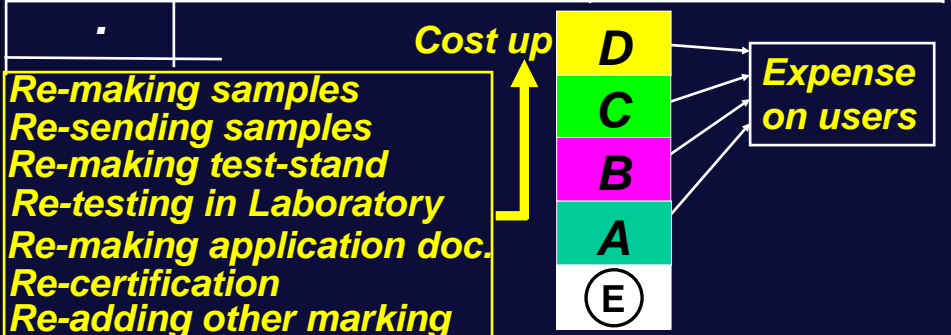
**JAPIA 2) MRA (Mutual Recognition of Approvals)** (31/55)  
**current situation in Asia**

country	Individual certification	Individual marking
A	yes	
B	yes	
C	yes	
.		
.		

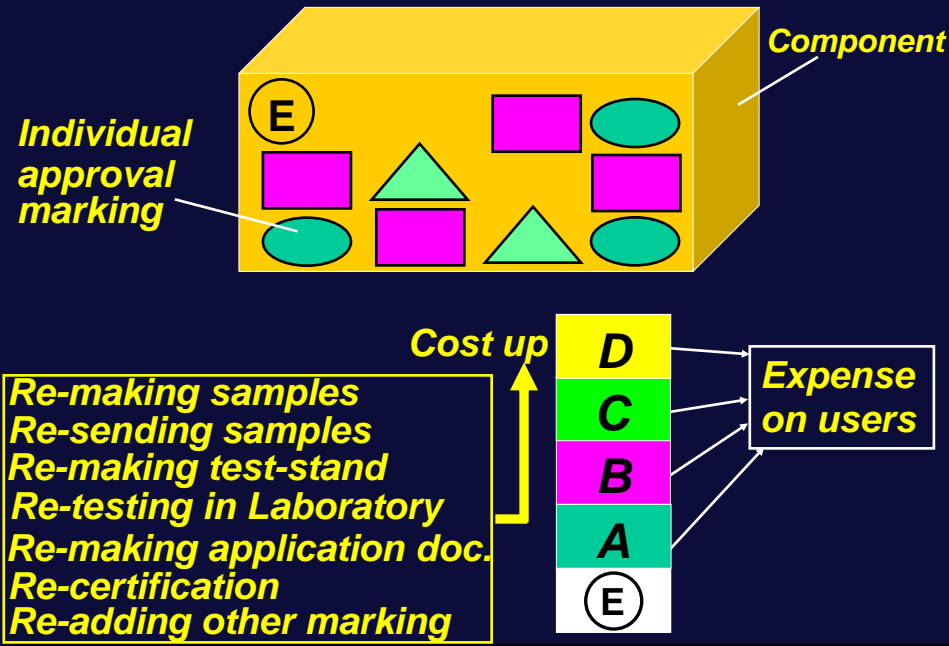


**JAPIA 2) MRA (Mutual Recognition of Approvals)** (32/55)  
**current situation in Asia**

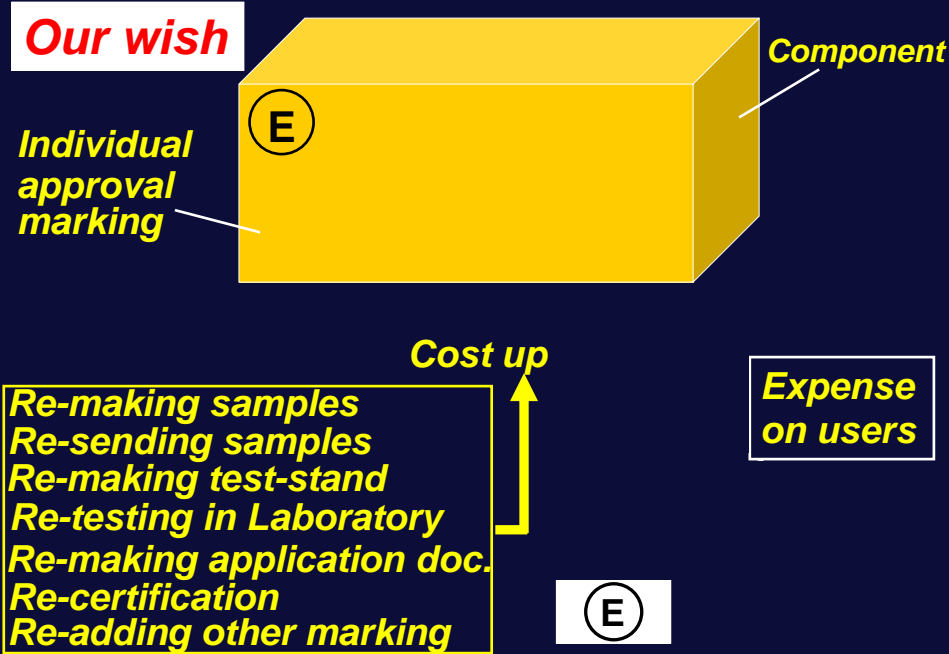
country	Individual certification	Individual marking
A	yes	
B	yes	
C	yes	
.		



JAPIA **2) MRA (Mutual Recognition of Approvals)** (33/55)



JAPIA **2) MRA (Mutual Recognition of Approvals)** (34/55)





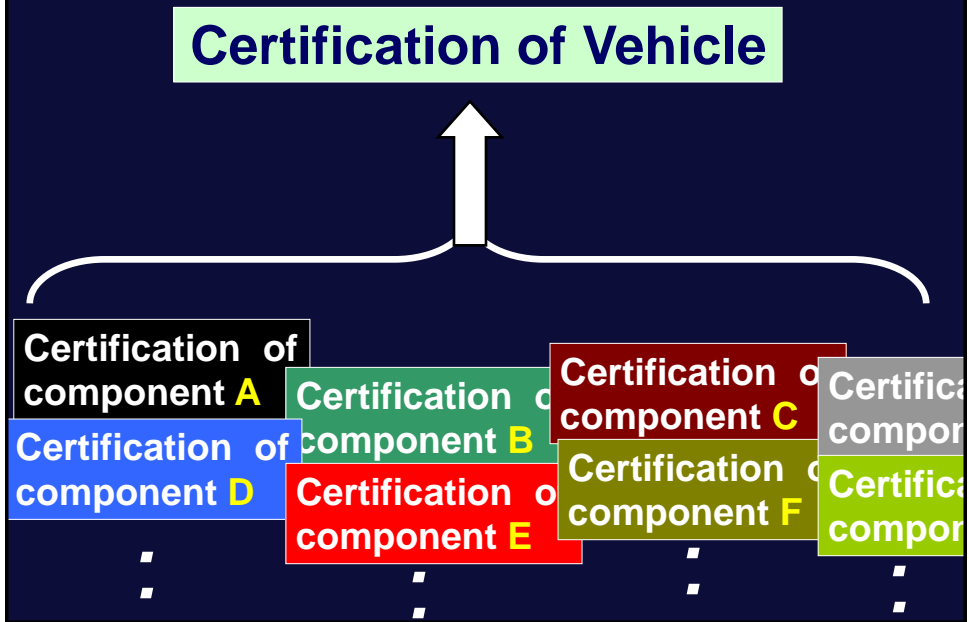
6-

# Certification System of Components and Vehicles

Ideal certification system  
of **Components** and **Vehicles**



to realize  
**our Asian internationalization**  
and  
**competitive power in worldwide market**



## Ideal certification system of **Components** and **Vehicles**





**Imagine again**

~ John Lennon ~

*Imagine there's no heaven  
it's easy if you try  
no hell below us  
above up only sky  
imagine all the people  
living for today...*

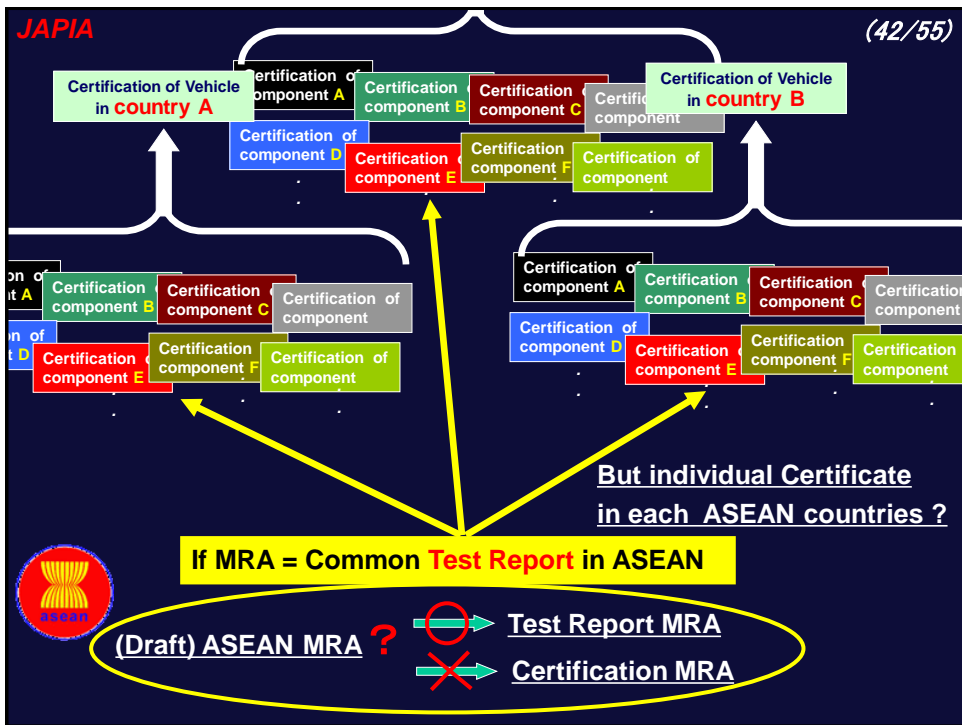
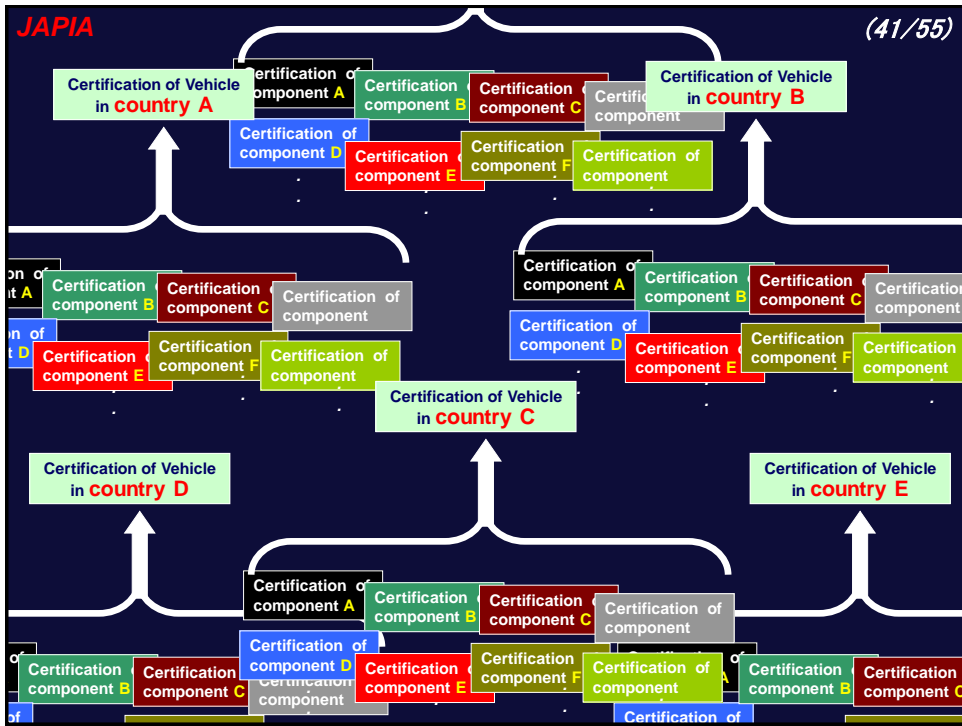
*Imagine there's no countries  
it isn't hard to do  
nothing to kill or die for  
no religion too  
imagine life in peace...*

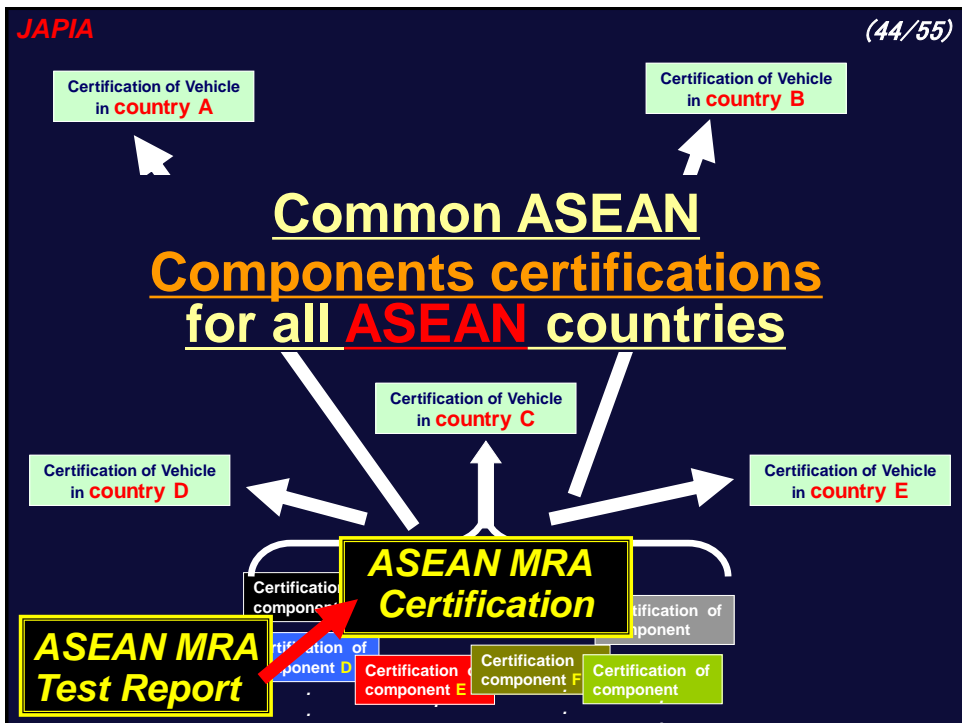
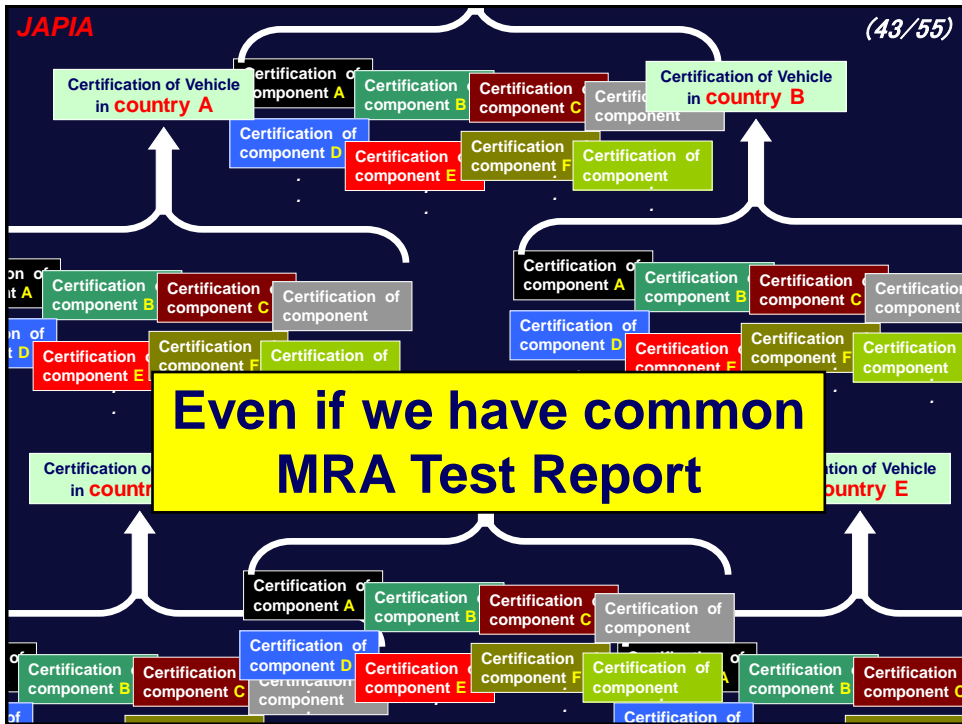
*Imagine no possessions  
I wonder if you can  
no need for greed or hunger  
a brotherhood of man  
Imagine all the people  
sharing all the world...*

*you may say I'm a dreamer  
but I'm not the only one  
I hope someday you'll join us  
and **the world will be as one***

**Let's Imagine** ~ G / I meeting members ~

***If each countries has***  
***Individual Test Report*** (requirements)  
**and**  
***Individual Certification system***







JAPI 47/55

**ASEAN MRA will be applied for the marketed products ( local manufactured & imported )**

**ASEAN MRA will be open for the future to a center of International automobile supply to worldwide market**

ASEAN

(Draft) ASEAN MRA ?

- for local manufactured products
- for marketed products ( local manufactured & imported )

JA (48/55)

**Open to the Ideal future of ASEAN**

**Common international Components certifications for Worldwide countries**

Certification of Vehicle in country C

Certification of Vehicle in country D

Certification of Vehicle in country E

ASEAN MRA Certification

E Certification

ASEAN MRA Test Report

Certification component D

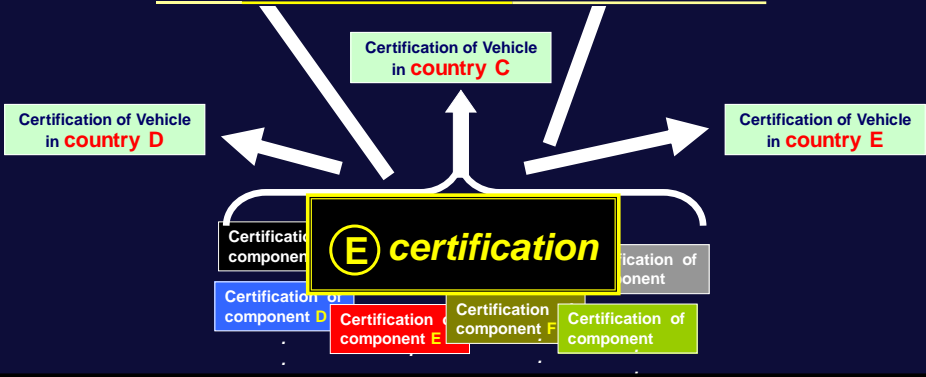
Certification component E

Certification component F

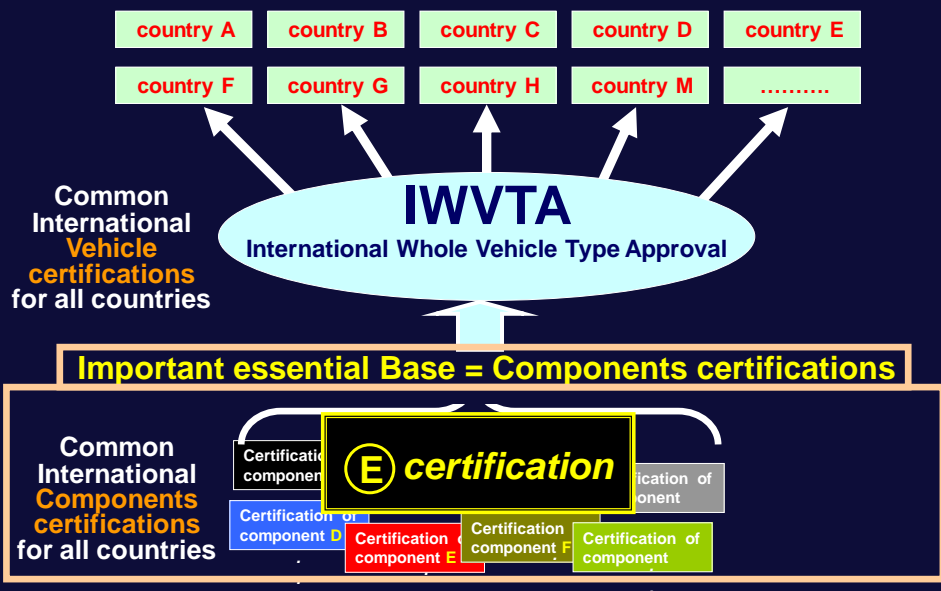
Certification of component

# Open to the Ideal future of ASEAN

## Common international Components certifications for Worldwide countries



## Common International certifications for all countries



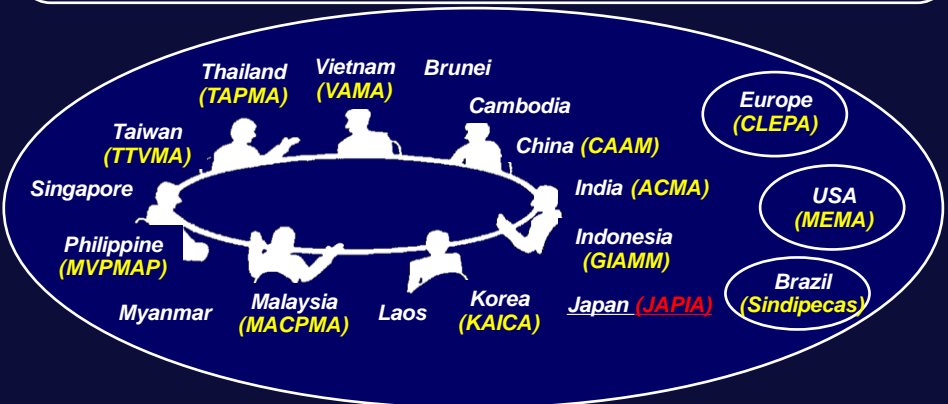


7-

# Our Collaboration among Auto Parts Industries Associations in the world

## We have close Collaboration among Asian Auto Parts Industries Associations

- Information exchange of regulatory matter in each country
- Technical discussion
- Harmonization activity based on UN-regulation



*in order to achieve the **safety vehicle society** and prosperity in Asia, effectively.*

Finally,

To **contract 1958 agreement** and **accept UN-Regs (MRA)** as many as possible,

In transitional period\*,

\*: Until the completion to contract the agreement or to accept the UN regs

- 1) To **accept UN-Reg approvals (E)** (top priority)
- 2) To refer **UN-Regs into their national regulation** as alternative, or
- 3) To **harmonize requirements** with UN-Reg as soon as possible.

**Safety  
Driving**

**Comfortable  
Driving**

**Keep  
Environment**



**The same issue in the world**





***Let's challenge together  
harmonization activity  
for Requirement and MRA in Asia***

***Thank you for your attention***

***JAPIA***



# Debriefing session and discussion for WP29

Mr. Ushio Ueno  
Executive Director,  
Japan Automobile Standards  
Internationalization Center (JASIC)

# Recent matters on WP29

**Ushio UENO**



---

**158th WP29 session**      Date 13 - 16 November, 2012

**Chairman : Mr. B. Gauvin (France )**

**Vice Chairman : Mr. B. Kisulenko (Russian federation )**

**List of participants**

**Government :**

**Australia; Austria; Belgium; Bosnia and Herzegovina;  
Canada; China; Croatia, Czech Republic; Denmark;  
Estonia; Finland; France; Germany; Hungary; India; Italy,  
Japan; Latvia; Luxembourg; Netherlands; Norway; Poland;  
Korea; Romania; Russian Federation; Slovakia; Colombia,  
South Africa; Spain; Sweden; Switzerland; UK; US; EU**

**Non Government :**

**ISO, AIT/FIA, OICA, IMMA, CLEPA, ETRTO, CITA etc.**

## Chairman/Vice-Chairman of WP29/GR

### Asian countries will become Vice-Chairman of GR

Meeting	Chairman	Vice-Chairman
WP29	France	Russia
GRRF (Brake)	UK	Japan
GRB (Noise)	France	Russia
GRE (Lamp)	Canada	(To be confirmed)
GRPE (Emission)	Germany	India
GRSG (General Safety)	Italy	Hungary
GRSP (Passive Safety)	USA	Korea

## Recent GR's Sessions

### **GRRF (Brakes and running gear)**

- ◆ Proposal on Lane Keep Assist System (LKAS) and Parking Assist System (PAS) will be proposed soon by Japan
- ◆ R30, 54: definition of snow tire

### **GRB (Noise)**

- ◆ Further amendment of Noise regulation (R41 and R51)

### **GRSG (General Safety)**

- ◆ Amendment on R34 and R46 will be proposed soon by Japan
- ◆ R46 camera, monitor system (ISO discussion first)
- ◆ R43 plastic glazing

**Regulation on new technology, and Amendments of Regulations for IWVTA are discussed.**

# New regulations agreed

## New regulation for Advanced Emergency Braking Systems (AEBS)

Radar or Laser systems detect if vehicle in front is too close  
 Brakes may be applied automatically if necessary



## New regulation for Lane Departure Warning Systems (LDWS)

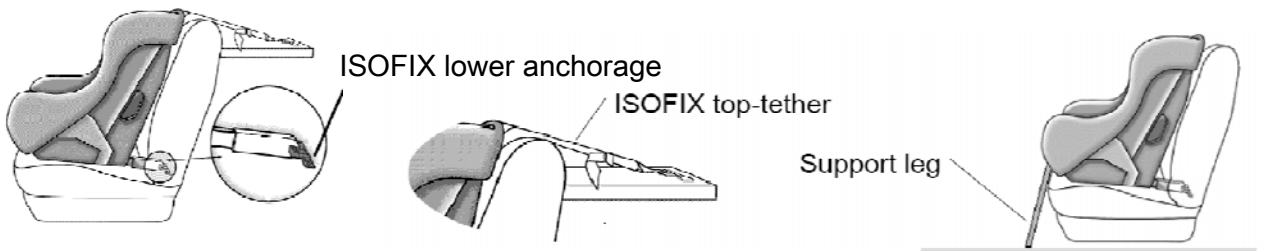
System warns when driver is crossing road markings  
 Can also warn when there is a vehicle in the adjoining lane.



# New regulations agreed

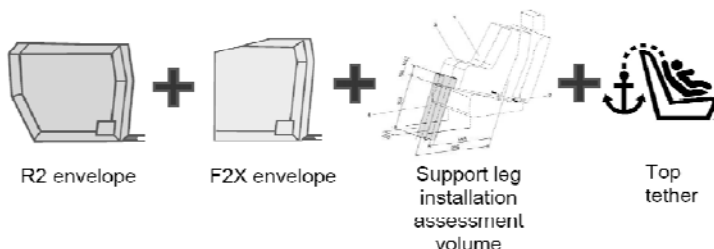
## New regulation for CRS (ISOFIX universal Integral CRS)

ISOFIX Child Restraint System

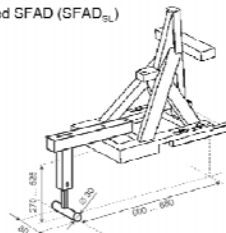


UN R14, 16 are also amended with new CRS regulation

Ensure installation of



Modified GFAD (SFAD<sub>90</sub>)



# Agreed amendments of ASEAN 19 UN Regulations

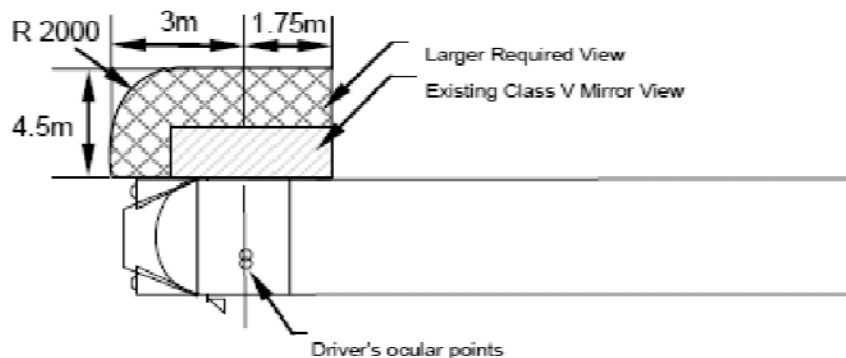
Reg. No	Regulation	Document No. ECE/TRANS/WP.29/	Contents
R14-07 Supp.4	Safety belt anchorages	2011/97, 42	Clarification, and Add requirements for new CRS
R16-06 Supp.3	Safety belts	2012/43	Add requirements for new CRS
R46-04	Devices for indirect vision	2012/87	(See next slide)
R49-06 Supp.1	Emissions of LPG and CNG engines	2012/103, corr.1	Add dual fuel engine requirement
R83-06 Suppl.3	Emissions of M1 & N1	2012/104,105	Review definition of gas fuel vehicles



**Need to follow amendment of UN regulations**

# Agreed amendments of ASEAN 19 UN Regulations

## UN R46-04 (Devices for indirect vision)



**Requiring larger required view of Class VI mirrors for N2 and N3 vehicles.**

## Other topics at WP29

### Proposals of new GTR

- Hydrogen and Fuel Cell Vehicles (HFCV)
- Tyres
- Worldwide harmonized Light Vehicle Test Procedures (WLTP)
- Pole Side Impact (PSI)
- Electric Vehicles (EV)
- Quiet Road Transport Vehicles (QRTV) .....

### New approach to lamp regulations

Consolidate current 47 lamp component regulations to 11 regulations  
Change to Performance-base requirements

## Summary

- **Many new UN Regulations and GTR are (and will be) established**  
CRS, AEBS, LDWS....
- **19 UN Regulations (ASEAN to introduce) are always updated**  
UN R13, 13H, 14, 16, 17, 25, 30, 39, 40, 41, 43, 46, 49, 51, 54, 60, 75, 79, 83  
 : UN Regulation amendments agreed at 157<sup>th</sup> WP29  
 : UN Regulation amendments agreed at 158<sup>th</sup> WP29
- **1958 agreement will be revised to be more attractive to the countries other than Europe, and IWVTA Regulation will be established.**

**Need to follow up WP29 discussion**

**Need to exchange information and study about WP29 topics in Asia**





# Discussion for the future Forum based on 6th series

**Coordinator:**

**Mr. Takaki Kasai**

**Co-Chairman, International Cooperation  
Committee, JASIC**



# Roadmap of the 6<sup>th</sup> Series

## Public and Private Joint Forum in Asian region

Takeshi Ishikawa  
Chairman, International Cooperation Committee



Japan Automobile Standards Internationalization Center  
<http://www.jasic.org>

1

## The 6<sup>th</sup> Series



- New Theme:
  - Promotion of the International Whole Vehicle Type Approval (IWVTA) concept under the UN Regulation framework for realizing harmonization of regulations and establishing Mutual Recognition of Approvals (MRA) in the region
  
- Period:
  - 5 years from 2011 to 2015

## ■ Objectives

- ① To establish a **cooperation system** for further international harmonization activities so that each Asian economy understands the WP29 activities and the merits of accession to the 1958 Agreement through the Public and Private Joint Forum.
- ② To coordinate and communicate **integrated Asian voice to WP29** for development of the IWVTA and technical regulations.
- ③ To promote understanding on the IWVTA concept for development of **the regional common Whole Vehicle Type Approvals system** through the ASEAN MRA activities.

# Roadmap of the 6<sup>th</sup> Series

## ■ Objectives

- ① To establish a **cooperation system** for further international harmonization activities so that each Asian economy understands the WP29 activities and the merits of accession to the 1958 Agreement through the Public and Private Joint Forum.

【Measures】	Fiscal Year (Apr. ~ Mar.)				
	2011	2012	2013	2014	2015
Establish a new function of public and private joint forum led by each Asian economy's government / industry organizations <ul style="list-style-type: none"> <li>□ Establish a framework that enables us to share <b>the Asian fundamental policy</b></li> <li>□ Establish a cooperative network that enable <b>the unification of Asian economy's opinion</b></li> <li>□ With the expansion of contracting parties of 1958 Agreement in the region, establish a task force for discussion of <b>common issues on harmonization of regulations and certification system</b></li> </ul>	Preparation step for membership		Step of participation and the expansion of adoption		Step of subjective participation for WP29
	Agree on the Roadmap	Establish a framework for discussion on fundamental policies	Consider cooperative network vision (vision of a new Public and private joint forum)		Hold a new function forum by Asian economy initiative
	Encourage non- 58 agreement member country to participate in WP29				
	Technical understanding activities by expert meeting				

# Roadmap of the 6<sup>th</sup> Series



## ■ Objectives

- ② To coordinate and communicate **integrated Asian voice to WP29** for development of the IWVTA and technical regulations.

【Measures】	Fiscal Year (Apr. ~ Mar.)				
	2011	2012	2013	2014	2015
<ul style="list-style-type: none"> <li>■ Ideal revision on current 58 agreement for the sake of Asian economy's positive participation to refer better proposal into WP29 and reflect the Asian opinion for WP29 as necessary</li> <li>■ Consideration of Ideal IWVTA so that Asian economy can make positive adoption and reflect the Asian opinion for WP29 as necessary</li> <li>■ In response to the current technology level, consider the requirement and the technology level suitable for Asian economies and <b>reflect the Asian opinion for WP29 as necessary</b></li> <li>■ Discuss about "Advanced technology" related to the future technical regulations</li> </ul>	Understanding of Agreement, Technical regulations, Type approval system		Step of accession and the expansion of adoption		Step of subjective participation for WP29
	Agree on the Roadmap	Consolidate Asian economy's issues	Consider the issues which were discovered during "Reflection for WP29 " activities		Create /submit Asian cooperative proposals to WP29

# Roadmap of the 6<sup>th</sup> Series



## ■ Objectives

- ③ To promote understanding on the IWVTA concept for development of **the regional common Whole Vehicle Type Approvals system** through the ASEAN MRA activities.

【Measures】	Fiscal Year (Apr. ~ Mar.)				
	2011	2012	2013	2014	2015
<ul style="list-style-type: none"> <li>■ Consideration of <b>harmonized vehicle type approval system suitable for ASEAN</b> <ul style="list-style-type: none"> <li>□ Understanding of IWVTA concept</li> <li>□ According to IWVTA and suitable for ASEAN, consideration of;                             <ul style="list-style-type: none"> <li>■ Vehicle type, category, etc.</li> <li>■ Applicable regulation items</li> <li>■ Requirement and technology level</li> <li>■ Step by step consideration of expansion of required items</li> </ul> </li> <li>□ Consideration of minimization with unique requirements</li> </ul> </li> </ul>	Understanding of IWVTA concept, summary of ASEAN issue		Step of vision of harmonized vehicle type approval system		Formulation and proposal
	Agree on the Roadmap	Consolidate Asian economy's issues	Consider the issues which were discovered during "Consideration of ASEAN harmonized vehicle type approval system"		Formulate ASEAN harmonized vehicle type approval system

Thank you for your kind attention



# Debriefing session and discussion for the 1958 Agreement and IWVTA

Mr. Johan Renders  
European Union

Mr. Takao Onoda  
Director, MLIT, Japan



DG Enterprise and Industry

# Review of the 1958 Agreement objectives & perspectives

Johan RENDERS  
Legislative Officer  
Sustainable mobility &  
Automotive Industry Unit



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2012, Manila-Philippines



Department of Transportation and Communications  
LAND TRANSPORTATION OFFICE

Ministry of Land, Infrastructure, Transport and Tourism

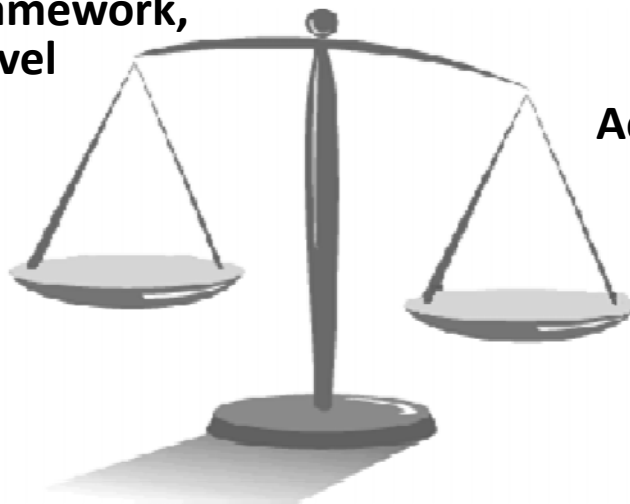
DG Enterprise and Industry



Sustainable Mobility &  
Automotive Industry Unit

## objectives of the 1958 Agreement review

**Maintain robust & reliable  
international framework,  
ensuring high level  
of safety &  
environmental  
protection**



**Accommodate  
the needs of  
emerging  
countries**



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2012, Manila-Philippines



## Proposed actions to make 1958 Agreement more attractive:

### *What will be maintained?*

- ✓ Countries which are using self-certification in their national legislation, are not prevented from becoming Contracting Party to the 1958 Agreement and to apply its UN Regulations
- ✓ Application of UN Regulations nationally is not related to the existence of a type approval system.
- ✓ The rights of new Contracting Parties to the 1958 Agreement to declare that they will not apply certain Regulations or any of them.
- ✓ Right to start applying a Regulation at a later stage
- ✓ Right to cease application of a Regulation



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2011: 3 Manila-Philippines



## Proposed actions to make 1958 Agreement more attractive:

### *What will be new?*

- ✓ Address the need for accommodating **different levels of stringency** in the application of UN Regulations by creating the **possibility for Contracting Parties to issue and accept type-approvals according to earlier versions of UN Regulations**
- ✓ **Flexible voting procedure:** a Contracting Party can **delegate in writing its presence** for the purpose of the determination of the quorum **and the right to vote on its behalf to another Contracting Party** or regional economic integration organization to which the delegating CP belongs.



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2011: 4 Manila-Philippines



## Proposed actions to make 1958 Agreement more attractive:

### *What will (need to) be confirmed/clarified?*

- ✓ the **principle of mutual recognition** of type-approvals:  
CPs applying a Regulation cannot be obliged to accept type approvals issued pursuant to earlier versions of UN Regulations  
+  
CPs issuing type approvals pursuant to earlier versions of UN Regulations cannot refuse type approvals issued pursuant to the latest version of these UN Regulations
- ✓ **special character of Regulation R0 on IWVTA** (depending on the approach to be selected for the **flexibility scheme**).



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 201: 5 Manila-Philippines



## Proposed actions to make 1958 Agreement more attractive:

### *Rights and Obligations of Contracting Parties applying a UN Regulation*

- ✓ all CPs applying a UN Regulation have to accept type-approvals based on the latest version of that UN Regulation
- ✓ all CPs applying a UN Regulation are entitled, when complying with the competence criteria in Article 2, to issue type approvals pursuant to the latest version of that UN Regulation
- ✓ all CPS applying a UN Regulation have the right to participate in the preparation and voting of future amendments to that UN Regulation
- ✓ **a CP applying a UN Regulation may also issue type-approvals pursuant to earlier versions of the UN Regulation (i.e. to preceding amendments or to the unamended UN Regulation), but other CPs applying the same UN Regulation cannot be obliged to accept such type-approvals**



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 201: 6 Manila-Philippines





**Proposed actions to improve the functioning and reliability of the 1958 Agreement:**

- ✓ **Article 1:** clarification of **what UN Regulations shall cover (performance oriented requirements)**
- ✓ **Article 2:** clearer and enhanced **conditions to issue type-approvals**  
+ more detailed provisions on **Conformity of Production** (Appendix 2)  
+ inclusion of **criteria for technical services** in Appendix 2
- ✓ **Article 3:** clarification of the **principle of mutual recognition of type-approval certificates**
- ✓ **Article 4:** extended **safeguard provisions**, in particular with regard to approved vehicles which nevertheless presenting a serious risk



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2017 Manila-Philippines



**Proposed actions to improve the functioning and reliability of the 1958 Agreement:**

- ✓ **Article 10:** how to solve **diverging interpretation issues between CPs** concerning the application of UN Regulations (details in Appendix 2)
- ✓ **Article 11:** consider appropriateness of **maintaining the exclusion clause**
- ✓ **Article 12:** clarification of **transitional provisions**, in particular in view of the **possibility to issue type-approvals pursuant to earlier versions of UN Regulations**  
+ special amendment procedure for **new technologies**
- ✓ **Article 13:** flexible amendment procedure for Appendix 2



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2017 Manila-Philippines



## Proposed actions to improve the functioning and reliability of the 1958 Agreement:

- ✓ **Appendix 1:** **possibility** for CPs **to vote by delegation**  
+ **flexible amendment procedure for Appendix 2**
- ✓ **Appendix 2:** more detailed provisions on **Conformity of Production**  
+ inclusion of **criteria for technical services**  
+ **how to apply for** and **how to conduct type-approval**,  
as well as **how to amend type-approvals**  
+ procedures for **resolving interpretation issues**  
+ special amendment procedures for **new technologies**  
+ general conditions for **virtual testing**



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2011 9 Manila-Philippines



## Next steps :

- ✓ Consider feedback from the 3rd Public and Private Joint Forum in Asian Region
- ✓ Next drafting subgroup meeting on 22 + 23 January 2013 in Tokyo
- ✓ Meetings of IWVTA group and drafting subgroups from 6 to 8 March 2013 (Paris) to prepare submission of drafting proposals to WP.29-159
- ✓ Discussion in WP.29-159 with feedback to IWVTA group and drafting subgroup for finalising the draft proposal for the review of the 1958 Agreement



3rd Public and Private Joint Forum in Asian Region  
17th JASIC ASIA Government / Industry Meeting  
December 4-6, 2011 10 Manila-Philippines





# Panel Discussion:

## Part I

Requests to the 1958 Agreement and IWVTA  
from Asian economies and its reflection result,  
and the future request  
including the UN Regulation and GTR

Coordinator: Mr. Michio Miyamoto (Japan)

Panelists:

Japan, Malaysia, Thailand, India,  
Indonesia, Philippines



BRIEFING OF

# REQUEST TO WP29 FOR FUTURE DEVELOPMENT (PANEL DISCUSSION 1)

AUTOMOTIVE ENGINEERING DIVISION

ROAD TRANSPORT DEPARTMENT OF MALAYSIA

1

## CONDITION IN MALAYSIA

- 1) Weather in Malaysia :
  - hot and humid throughout the year
  - average rainfall 250 cm/year
  - average temperature 27 degree
- 2) Traffic situation in Malaysia (2010)



Year	2009	2010
Population	28,310,000	28,910,000
Vehicle <sup>®</sup>	19,016,782	20,188,565
Accidents	397,330	414,421
Road Deaths	6,745	6,872

## REGULATIONS UNDER WP29



- 1) Requirements regulate based on weather and traffic condition in Europe
- 2) Example :
  - Extreme cold condition
  - dummy size and etc



## REQUEST TO WP29



- 1) To consider weather and traffic condition in ASEAN
  - size of dummy
  - heavy rain
  - crowd on the road





THANK YOU

# **Thailand's Request on the 1958 Agreement and IWVTA**

**Automotive Engineering Bureau**

**Department of Land Transport**

**November 2012**

## **Amendment of 1958 Agreement**

- Add essential appendices for equal implementation of CP with the same understanding**
- Open local conditions as an option in UN regulations as appropriate**
- Correct existing of voting system for more fairer**

## **Adding Essential Appendices**

- **Qualification of technical services**
- **Procedure of type approval**
- **Whole vehicle type approval**

## **Recommendation on IWVTA**

- **IWVTA should be a voluntary regulation like others**
- **List of UN regulations under IWVTA should be divided to essential one and optional one by safety and environment criteria**



# Local conditions

- **Open local conditions as an option in UN regulations as appropriate**  
e.g.
  - **use ambient temperature during the test**
  - **skip any test which is required for CPs with non-tropical climate only**

# Voting system

- **Correct existing of voting system for more fairer by increasing majority vote e.g. 4/5, but not consensus vote**
  - **increase importance of an individual CP**
  - **encourage any individual CP to express his opinion**

< Thank you >



# The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region

- Day 2 -



# Country Report

“Short Presentation and speech on the develop the vehicle type approval systems in each Asian country”

Brunei

Cambodia

Hong Kong

Indonesia

Korea

Lao PDR

Malaysia

Myanmar

Singapore

Thailand

Vietnam

Chinese Taipei

Japan

Philippines

# QUESTIONNAIRE FOR THE 3rd P/P JOINT FORUM

## QUESTION 2: YOUR PARTICIPATION IN THE WP29 ACTIVITIES

### 2-1. WP29 & GRs participation

- Participation record for 2012 and future plan for 2013

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	2012 records: We have been attending all of WP29 and GR meetings held so far and will attend all the forthcoming meetings as well. Japan has been participated since 1977. In the beginning, Japan participated as observer. 2013 plans: We will attend all the meetings.
Korea	
Laos	2012 records: NONE 2013 plans: Participate in the meeting hold by WP.29&GPs program
Malaysia	2012 records: 1 time 2013 plans: 1 time
Myanmar	2012: records: In JASIC Asia Government/Industry Meetings, Myanmar has been participating as an observer. At present, we apply and refer some of UNECE regulations in domestic type approval system. 2013: plans: We keep on cooperating with ASEAN and Japan for International Whole Vehicle Type Approval System.
Philippines	
Singapore	<a href="#">Plan to participate in WP29 &amp; GRs as an observer.</a>
Thailand	<a href="#">DLT : 2012 records : 157th WP.29</a> <a href="#">2013 plan: 160th WP.29, GRE</a>
Vietnam	2012 records: Not attending any WP29 and GR meetings 2013 plans: Not yet
Chinese Taipei	

- Name of participating organization (Such as specific authority in charge and relevant organizations)

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	Ministry of Land, Infrastructure, Transport and Tourism(MLIT) and Japan Automobile Standards Internationalization Center(JASIC)
Korea	
Laos	NONE
Malaysia	Ministry of Transport Road Transport Department of Malaysia (JPJ)
Myanmar	If Myanmar becomes one of the brethrens of WP 29 and GR, Road Transport Administration Department under Ministry of Rail Transportation and Ministry of Industry will be the participating organizations.
Philippines	
Singapore	<a href="#">Land Transport Authority (LTA), Singapore</a>
Thailand	<a href="#">1. Department of Land Transport, Ministry of Transport</a> <a href="#">2. Thai Industrial Standards Institute, Ministry of Industry</a> <a href="#">3. Thai Automotive Industry Association</a> <a href="#">4. Automotive Industry Club of Federation of Thai Industries</a>
Vietnam	- Ministry of Transportation. - Agency: Vietnam Register (Department of Ministry of Transportation) - Concerned body: No
Chinese Taipei	

## 2-2. Accession to the 1958 Agreement and/or 1998 Agreement

### - For Contracting Party to the Agreement

(Problems and tasks after the accession to the 1958 Agreement, etc. / Solutions or countermeasures for the problems and tasks)

### - For Non-Contracting Party to the Agreement

(Planned year of the accession to the 1958 Agreement / Status of progress of the accession procedure, the action plan up to the accession / Problems and tasks concerning the accession, etc. / Solutions or countermeasures for the problems and tasks)

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	<p>Post-participation problems: When an ECE regulation was introduced in Japan, it had been reflected to the domestic regulations after translated into Japanese. This process made the work for amending the domestic regulations longer and cumbersome and therefore, it was difficult to response timely to the amendments to the ECE regulations established at the WP29 three times a year.</p> <p>Problem/issue resolution measures: The process for amending the domestic regulations was improved in 2006, in which the technical requirements in the ECE regulations are directly referred to in the domestic regulations. This change in the process saves time and efforts for the work for amending the domestic regulations and enables us to response to incorporation of the amendments to the ECE regulations in a timely manner.</p>
Korea	
Laos	<p>Scheduled year for participation: NOT YET SCHEDULE</p> <p>Progress of participation procedures, action plan up to participation: NONE</p> <p>Participation problems, etc: NONE</p> <p>Problem/issue resolution measures: NONE</p>
Malaysia	<p>Acceded to both agreement since 4th April 2006</p> <p>Post-participation problems: Technical Specification Understanding/Interpretation</p> <p>Problem/issue resolution measures: Training</p>
Myanmar	<p>To accede the WP 29 Agreements, it is still needed to improve infrastructure, technology, rules and regulations in vehicle manufacturing procedures.</p>
Philippines	
Singapore	<p><a href="#">Please see comments below for Non-Contracting Party</a></p> <p>Scheduled year for participation: <a href="#">No schedule for accession to the 1958 and 1998 Agreements.</a></p> <p>Progress of participation procedures, action plan up to participation: <a href="#">Considering benefits of signing the 1958 and 1998 Agreements.</a></p> <p>Participation problems, etc: <a href="#">Manpower and financial resources required to attend WP29 and GR meetings to monitor new development/amendments to UNECE Regulations.</a></p> <p>Problem/issue resolution measures: <a href="#">Singapore is not a vehicle-manufacturing country. We currently accept vehicles that have been designed and constructed to comply with UNECE Regulations and do not subject vehicles to additional tests. Hence, we are already market-friendly. Therefore, there is no compelling basis(strong justifications) nor immediate need to sign the 1958 and 1998 Agreements.</a></p>
Thailand	<p>Post-participation problems: <a href="#">Lack of experts, Technical knowledge of UN/ECE regulations</a></p> <p>Problem/issue resolution measures: <a href="#">Arrange expert meeting in Thailand, staff training oversea</a></p>
Vietnam	<p>Non-Contracting Party</p> <p>Scheduled year for participation: 2014</p> <p>Progress of participation procedures, action plan up to participation: preparing new project to push up the process (highly support from vice-ministerial level)</p>

	Participation problems, etc: Lack of expertise, testing facilities, take time from relevant stakeholders' comment Problem/issue resolution measures: - Updating about process of 1958 agreement revise - Review of current applied regulation - Becoming observer of WP29 meeting. - Staff training and expert meeting on technical Regulation - Further discussions/meetings among some Ministries - On process to get approval for the new project to push up
Chinese Taipei	

### 2-3. What is your plan regarding the adoption UN/ECE Regulations?

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	Please see Answer sheets
Korea	
Laos	-
Malaysia	
Myanmar	For the time being, it cannot be designated.
Philippines	
Singapore	Please see Answer sheets
Thailand	There is no plan for ECE adoption but this issue is arranging to discuss among the stake-holders soon.
Vietnam	
Chinese Taipei	

### 2-4. What is your practice or plan regarding the application of UN Regulations?

- Method of adoption: Accept or Refer to the UN Regulations

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	Method 1
Korea	
Laos	NONE
Malaysia	Accept
Myanmar	For the situation of Myanmar, we can refer to the UN Regulations
Philippines	
Singapore	Already accept UNECE certificates and test reports without subjecting vehicles to further tests. Also progressively make direct reference to UNECE Regulations in our technical regulations.
Thailand	- Using the relevant UNECE regulation as equivalent - Accept test report issued by technical services under 1958 Agreement as optional

Vietnam		UN/ECE certificate	UN/ECE test report	Re-testing in your country	Issue individual certificate	Individual approval marking
	Imported vehicle/Component	Accept	Accept	None	Yes	None
	Local Assembled vehicle/Component	Refer	Not accept	Yes	Yes	None
Chinese Taipei						

### QUESTION 3: COMMENTS FOR PANEL DISCUSSION

#### 3-1. When is the target for complicating the vehicle type approval system?

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	<p>Vehicle Type Approval system (VTA) has been already established in Japan.</p> <p>In Japan, there is the governmental system which gives “certification” as the proof of conformity of vehicles with the technical requirements regarding the safety and environment of motor vehicles.</p> <p>This system can be separated into two groups according to motor vehicles themselves and their components for its own.</p> <p>At first, the system in which the motor vehicles themselves are given certificates is called “Vehicle Type Approval System”.</p> <p>Secondly, there is the certification called “Type Approval System for Devices” to improve the safety for the components of automobile like headlights or tires.</p> <p>In fact, when Japan became the first non-European country to join the 1958 Agreement on the mutual recognition of approvals in 1998, this Type Approval System for Devices was newly introduced to utilize the harmonization of vehicle regulations and mutual recognition of approvals under the 1958 Agreement.</p>
Korea	
Laos	UNDER STUDY
Malaysia	Already established
Myanmar	Although we could not establish Vehicle Type Approval system, we refer and apply 1958 Agreement and its amendments in our domestic vehicle industry.
Philippines	
Singapore	<a href="#">Already have a vehicle type approval system.</a>
Thailand	<a href="#">New draft Act of Land Transport is jointly considering by DLT and the Council of State. And it will take time for the consideration of the Parliament. However current vehicle parts type approval system, which is accumulated subset of whole vehicle type approval, is gradually triggered this year onward.</a>
Vietnam	Viet Nam already has Vehicle/Component type approval system. These systems are close to Type approval system under the 1958 Agreement
Chinese Taipei	

#### 3-2. What are the reasons behind not setting a schedule for adopting the UN-R items?

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	
Korea	
Laos	LACK OF KNOWLEDGE
Malaysia	Not Applicable
Myanmar	<p>Barrier for setting a schedule for the ECE items would be:</p> <ol style="list-style-type: none"> <li>1) We are still observing</li> <li>2) We are not ready to adopt those items right now</li> <li>3) We would like to take time for above mentioned matter</li> </ol>
Philippines	



Singapore	Already accepts vehicles that have been designed and constructed to comply with UNECE Regulations or other international standards such as the Japanese Safety Regulations and US Federal Motor Vehicle Safety Standards, or their equivalent.
Thailand	One Notification on Vehicle Part/System Type Approval System (R41) which is in line with UN regulation has been implemented the beginning of this year. This is an opportunity for both government and (motorcycle) industry sectors to acquaintance with the type approval on UN regulation. More further notification regarding to vehicle part/system type approval system will be issued in future. After this step, plan for adopting UN Regulations will be discussed among the stake-holders.
Vietnam	N/A
Chinese Taipei	

### 3-3. How do you minimize your unique subjects?

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	It should be considered that the international system which aims to minimize unique subject of each country, for example, notification of technically rational explanation and concrete contents of unique subjects to the countries adopting IWVTA.
Korea	
Laos	-
Malaysia	Giving option to industry to choose UN R or MS
Myanmar	-
Philippines	
Singapore	We plan to progressively incorporate the other UNECE Regulations in our technical regulations.
Thailand	Introducing notification in line with UN regulations as many as possible and also encourage WP.29 to draft UN Regulations on essential subjects for vehicle.
Vietnam	Applying new project to support for
Chinese Taipei	
APWG TF	Establish ASEAN Automotive Committee (AAC)

## QUESTION 4: ASIA EXPERT MEETING

### 4-1. Expert Meeting Plan

In your country, are there any plans to hold some Expert Meeting(s) within three years from now on?  
(Agenda, Contents, and Name of person in charge of Expert Meetings planned in 2013, 2014, and 2015)

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	
Korea	
Laos	2013: PLANED 2014: PLANED 2015: PLANED
Malaysia	2013: Construction of Vehicle (Including Protection) (UN R36,52,58,73,93,and 107) 2014: Prevention of fire risk (R34) and Electromagnetic Compatibility (EMC) : R10 2015: Mechanical Coupling (R55), Interior Fitting (R21),External Projection(R26)
Myanmar	-
Philippines	
Singapore	No specific plan. We will consider participating in such Expert Meetings on an ad hoc basis.
Thailand	2013: UN regulations concerning electric vehicle (safety and environmental aspects) 2014: R87, R123 2015 : R12, R94, R95
Vietnam	2013: Agenda: August 2013 Content:Electric Vehicle Res Person: Vietnam Register 2014: Vehicle recycle and In-use motorcycle emission pollution inspection 2015: N/A
Chinese Taipei	

### 4-2. Any other comments

Do you have any request for, opinions about, or other comments regarding the Expert Meetings?

Brunei	
Cambodia	
China	
Hong Kong	
India	
Indonesia	
Japan	
Korea	
Laos	NONE
Malaysia	
Myanmar	-
Philippines	
Singapore	N.A
Thailand	-
Vietnam	
Chinese Taipei	

## SPECIAL QUESTIONNAIRE

### Question 1: Tasks to Be Addressed Regarding Objective 1 (Collaboration Towards Promoting Regulation Harmonization Activities) of the Public and Private Joint Forum in Asian Region

#### 1-1. Any idea for gathering and summarizing Asia's opinions on WP.29?

Brunei		
Cambodia		
China		
Hong Kong		
Indonesia	IASIF	1) Establish platform communication concerning every result of WP29 Meeting. 2) Highlight the revision from the last version of ECE Regulations in each GR meeting and which was adopted by WP29 voting conclusion, and distribute to the each ASIA's economy. 3) Ask respond from each ASIA's economy related with each economy's condition.
Japan		
Korea		
Laos		
Malaysia	JPJ	conduct meeting back-to-back with ACCSQ-APWG meeting
Myanmar	MORT	A website for gathering and summarizing Asia's opinions on WP 29 should be set up.
Philippines	DOTC	To formally create a focus group (technical working group (TWG)) with member from Asian Region to discuss and come up with a road map of accession to WP29
Singapore		
Thailand	DLT	Unofficial discussion via e-mail. But if you need official reply, it should be an official letter.
Vietnam	VR	agree with suggestion Hold discussion meeting back to back P&P meeting Set up a website
Chinese Taipei	VSCC	To collect practical information and summarize, a Certification Circle is first priority to establish. A Certification Circle is a group of experts for communicating, sharing and discussing the relevant experience and idea. The next step would be setting up a website to make experience exchange efficient and to develop as a Knowledge Management.

#### 1-2. Any idea for communicating Asia's opinions on WP.29 to the UN?

Brunei		
Cambodia		
China		
Hong Kong		
Indonesia	IASIF	1). Concluded the items which will be submitted to WP-29 in the Public and Private Joint Forum in Asian Region. 2). Encourage each economy to attend and present their respective ideas /opinions.
Japan		
Korea		
Laos		
Malaysia	JPJ	conclusion (wrap-up) through back-to-back meeting with ACCSQ-APWG
Myanmar	MORT	NA
Philippines	DOTC	In the case of the Philippines, its roadmap for accession to WP29 is already finalized. Every member economy may attend workshop where each plans or road map are presented.
Singapore		
Thailand	DLT	Yes, delegate of each contracting party in Asia can present his/her opinion at WP.29. If Asia countries are non CP of Agreement under WP.29, it may request the Chairman of WP.29 to present their opinion.
Vietnam	VR	Communicate through about mentioned meeting and e-mail by representatives
Chinese Taipei	VSCC	In contrast to the idea of EU, Asia-oriented Forum could also be reasonably allowed to be a member of WP29.

### 1-3. Any idea for reflecting these opinions by utilizing the Public and Private Joint Forum?

Brunei		
Cambodia		
China		
Hong Kong		
Indonesia	IASIF	1) Yes, the Asia's opinions on WP29 be included in the Summary of Public and Private Joint Forum. 2) In the Public and Private Joint Forum, assigned the representative of Asia's economies to present the opinions to the WP29.
Japan		
Korea		
Laos		
Malaysia	JPJ	Budget which already confirmed for Public and Private Forum can be used to assist the ACCSQ-APWG meeting
Myanmar	MORT	NA
Philippines	DOTC	Creating a website where members can register opinion and recommendation or hold regular meeting, seminars/workshops
Singapore		
Thailand	DLT	<a href="#">It is possible if these opinions are only preliminary.</a>
Vietnam	VR	Updating situation in P & P meeting
Chinese Taipei	VSCC	WP29 should allow the opinions to be reflected by the Forum as a position such as observer or else proper, any member of which can decide any time to attend relevant and interested meeting. To have all the expert travel a long way at least twice a year is very restricted for any country to follow and be present. It also is a contradiction to the global goal for CO2 emission reduction.

## Question 2: Tasks to Be Addressed Regarding Objective 2 (Reflecting Opinions on the 1958 Agreement and IWVTA at WP.29) of the Public and Private Joint Forum in Asian Region?

### 2-1. Consensus

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		Still need coordination and consolidation among Stakeholders.
Japan			
Korea			
Laos			
Malaysia	JPJ		Malaysia already acceded WP29 since 4th April 2006.
Myanmar	MORT		
Philippines	DOTC	-	The Philippines due to the recently completed JICA assistance have adequate information on the 1958 Agreement
Singapore			
Thailand	DLT	-	-
Vietnam	VR	1	Take a long procedure for approval from high-level official
Chinese Taipei	VSCC		-

### 2-2. Human resources

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		Still in the process to assign dedicated personnel to handle this issues.
Japan			
Korea			
Laos			
Malaysia	JPJ		Malaysia already established 2 special units to handle VTA and Regulations issues.
Myanmar	MORT		
Philippines	DOTC	-	Identify country focal person who will react on all communications and activities relate to 1958 Agreement
Singapore			
Thailand	DLT	-	-
Vietnam	VR	2	Lack of experienced person; English barrier
Chinese Taipei	VSCC		-

### 2-3. Knowledge/experience

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		- Capacity-building is not going well, not related with competency based - Not enough knowledge & experiences to establish technical Services, certification, needs more on the job training - Need certification of personnel with no experience as well as preparatory workshops on the internationalization of automotive standards. - We didn't know that we can use Technical Services in other regions.
Japan			
Korea			
Laos			
Malaysia	JPJ		Even the special units already established, Malaysia still required frequent trainings to ensure the competency of all officers.
Myanmar	MORT		
Philippines	DOTC	-	We have people who got his information from JICA assisted project but is dispensing the assignment adopting multi-tasking due to limited resources
Singapore			

Thailand	DLT	-	-
Vietnam	VR	3	lack of experience then need training
Chinese Taipei	VSCC		-

## 2-4. Funding

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		We have yet prepared budget, because this activities is not in the priority program.
Japan			
Korea			
Laos			
Malaysia	JPJ		Describe specifically: Although there are required big amount of money to join WP29, Malaysia is currently trying our best to participate in WP29.
Myanmar	MORT		
Philippines	DOTC	-	There is a need to train people in the accreditation of technical services, including staff of the technical services itself
Singapore			
Thailand	DLT	-	-
Vietnam	VR	2	financial limitation
Chinese Taipei	VSCC		-

## 2-5. Organization

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		- We have established IASIF (Indonesia Automotive Standard Internationalization Forum) - We are in the preparation to level up IASIF to be IASIC as permanent body with special staffs.
Japan			
Korea			
Laos			
Malaysia	JPJ		JPJ will handle the implementation of UN Regulations in Malaysia
Myanmar	MORT		
Philippines	DOTC	-	Limited fiscal resources and no dedicated office to handle the activities
Singapore			
Thailand	DLT	-	-
Vietnam	VR	3	We have yet to establish a group capable of handling the issues
Chinese Taipei	VSCC		-

## 2-6. System (UN-related problems)

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		- We do not understand the accreditation system for the reputation of Technical Services accredited by designated body authorized by WP29 - Difficult to propose the new UN Regulation because of current voting system.
Japan			
Korea			
Laos			
Malaysia	JPJ		Each contracting parties agreed the agreement upon consultation with related agencies in the respective countries. Therefore, any changes in the agreement itself must be referred to the related agencies especially Attorney General Chamber
Myanmar	MORT		
Philippines	DOTC	-	Fair chance and voting power among member economies such as voting rights
Singapore			
Thailand	DLT	-	-

Vietnam	VR	2	We would like to be explain again voting system of 1958 Agreement
Chinese Taipei	VSCC	-	WP29 is a area handling worldwide automobile issue. It focuses on the benefits of eliminating the technical barrier and promoting harmonization. With this in mind, Any economic area should be covered and allowed to attend. So WP29 should be transformed into Economy-oriented instead of Nation-oriented.

## 2-7. System (National problems)

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		- Still need coordination and consolidation among Stakeholders - There is not enough testing facility or trained testing personnel
Japan			
Korea			
Laos			
Malaysia	JPJ		The amendment of the original agreement may reflect the gazette act in Malaysia.
Myanmar	MORT		
Philippines	DOTC	-	Limited manpower, testing facilities and financial resources
Singapore			
Thailand	DLT	-	-
Vietnam	VR	2	There is a lack of testing facility and trained testing personnel
Chinese Taipei	VSCC		-

## 2-8. Regulations (UN-related problems)

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		Some of the regulations are unnecessary in Asia. __E.g., cold emission requirements are unnecessary
Japan			
Korea			
Laos			
Malaysia	JPJ		UN should consider the weather conditions worldwide, not limited to European countries only.
Myanmar	MORT		
Philippines	DOTC	-	Voluntary imposition on the part of the member economy is preferred
Singapore			
Thailand	DLT	-	-
Vietnam	VR		some difference in vehicle using condition then need difference in some item application of regulation(ex: cold emission)
Chinese Taipei	VSCC		-

## 2-9. Regulations (National problems)

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		We have not decide the priority UN Regulations for ASEAN MRA.
Japan			
Korea			
Laos			
Malaysia	JPJ		Most of latest amendment regulations may be adopted in Malaysia. However, it is still required the implementation of previous series for Emission related items (fuel quality).
Myanmar	MORT		
Philippines	DOTC	-	There is a need to standardize/harmonize classification and regulation
Singapore			
Thailand	DLT	-	-
Vietnam	VR	2	-

Chinese Taipei	VSCC		-
----------------	------	--	---

## 2-10. Social conditions

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF		There is no merit for us since we don't export complete motor cycles.
Japan			
Korea			
Laos			
Malaysia	JPJ		Implementation of UN Regulations will ensure the safety of vehicles and users. Therefore, Malaysia is supporting the harmonization of WP29
Myanmar	MORT		
Philippines	DOTC	-	The Philippines is not strong in vehicle export
Singapore			
Thailand	DLT	-	-
Vietnam	VR	3	No obstacle
Chinese Taipei	VSCC		-

## 2-11. Other

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia			
Japan			
Korea			
Laos			
Malaysia	JPJ		-
Myanmar	MORT		Myanmar is not a car manufacturer country. At present, we cannot even produce the parts of the car. To accede the 1958 Agreement or 1998 Agreement, it needs to promote our existing situation such as rules and regulations, infrastructure, system, funding, capacity-building and human resources. Technology, skill employees and adequate test machines should be installed. So, not only inter governments' effort but also external partner governments' or international organizations' supports are actual needed.
Philippines	DOTC	-	There is a need to support the export of CBU industry in the country
Singapore			
Thailand	DLT	x	<a href="#">Thailand is already a contracting party of 1958 Agreement.</a>
Vietnam	VR		NA
Chinese Taipei	VSCC	-	WP29 is a area handling worldwide automobile issue. It focuses on the benefits of eliminating the technical barrier and promoting harmonization. With this in mind, Any economic area should be covered and allowed to attend. So WP29 should be transformed into Economy-oriented instead of Nation-oriented.



### Question 3: Tasks to Be Addressed Regarding Objective 3 (Development of Vehicle Type Approval System under the ASEAN MRA) of the Public and Private Joint Forum in Asian Region

#### 3-1. Can you understand what the IWVTA is for (its concept and merits)?

If “No”: Is there anything that you need to know to understand it?

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF	Yes	-
Japan			
Korea			
Laos			
Malaysia	JPJ	Yes	
Myanmar	MORT	Yes	
Philippines	DOTC	Yes	
Singapore			
Thailand	DLT	-	-
Vietnam	VR	Yes	No re-test => save money
Chinese Taipei	VSCC		-

#### 3-2. Can you propose to apply your country’s vehicle certification system to the ASEAN MRA without any modification?

If “No”: What changes should be made to your certification system so that it can be applied?

Brunei			
Cambodia			
China			
Hong Kong			
India			
Indonesia	IASIF	No	Under study
Japan			
Korea			
Laos			
Malaysia	JPJ	No	There are lot of discussion must be conducted before we can answer this question
Myanmar	MORT	-	To answer the question, it needs to discuss between the related organizations in our country.
Philippines	DOTC	Yes	
Singapore			
Thailand	DLT	-	-
Vietnam	VR	Yes	Because our system is mostly based on EU’s system
Chinese Taipei	VSCC		-

**Question 4: Are there any items that you would like us to support and for which our support would be effective?**

Brunei		
Cambodia		
China		
Hong Kong		
India		
Indonesia	IASIF	Yes, based on the above answer we would like to discuss the items with JASIC.
Japan		
Korea		
Laos		
Malaysia	JPJ	We would like to support continuous cooperation between Japan and ASEAN especially Malaysia.
Myanmar	MORT	-
Philippines	DOTC	More inputs on vehicle regulations and technical services implementation
Singapore		
Thailand	DLT	Local conditions should be allowed as the option e.g. local ambient temperature for conducting the test.
Vietnam	VR	Training and supporting testing facility
Chinese Taipei	VSCC	-



ECE No.	Item	#Implementation/plan method			Implementation/plan date(year)	Effective date		Approval Authority	Technical Services	remark
		Adopt	Accept	Refer		for new type of vehicle(year)	for new vehicle(year)			
85	MEASUREMENT OF ENGINE POWER									
89	SPEED LIMITATION DEVICES									
91	SIDE-MARKER LAMPS									Adopted
94	PROTECTION OF THE OCCUPANTS IN THE EVENT OF A FRONTAL COLLISION									Adopted
95	PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION									Adopted
98	GAS-DISCHARGE HEADLAMPS									Adopted
99	GAS-DISCHARGE LIGHT SOURCES									
100	BATTERY ELECTRIC VEHICLES									Adopted
101	EMISSION OF CARBON DIOXIDE AND FUEL CONSUMPTION (PASSENGER CAR)									
112	HEADLAMPS (WITH AN ASYMMETRICAL PASSING BEAM)									Adopted
116	PROTECTION AGAINST UNAUTHORIZED USE									Adopted
117	THE APPROVAL OF TYRES WITH REGARD TO ROLLING SOUND EMISSIONS									
119	CORNERING LAMPS									Adopted
121	THE LOCATION AND IDENTIFICATION OF HAND CONTROLS, TELL-TALES AND INDICATORS	x			2013(provisional)	undecided	undecided	MLIT	NTSEL	
123	ADAPTIVE FRONT –LIGHTING SYSTEMS									Adopted
125	THE FORWARD FIELD OF VISION									

**“Adopt” means “use the UN/ECE certificate for the vehicle (component) type approval / mutual recognition systems as the Contracting Party of the 1958”.**

**“Accept” means “use the UN/ECE certificate for your approval” or “use the UN/ECE certificate for your test result even without adoption of UN/ECE regulations under the Contracting Party of 1958 Agreement”.**

**“Refer” means “introducing the technical requirements of the UN/ECE regulations into your own country laws or/and regulations sometimes adding or changing some of them.”**



ECE No.	Item	#Implementation/plan method			Implementation/plan date(year)	Effective date		Approval Authority	Technical Services	remark
		Adopt	Accept	Refer		for new type of vehicle(year)	for new vehicle(year)			
89	SPEED LIMITATION DEVICES									
91	SIDE-MARKER LAMPS									
95	PROTECTION OF THE OCCUPANTS IN THE EVENT OF A LATERAL COLLISION									Adopted
98	GAS-DISCHARGE HEADLAMPS									Adopted
99	GAS-DISCHARGE LIGHT SOURCES									
100	BATTERY ELECTRIC VEHICLES									Adopted
101	EMISSION OF CARBON DIOXIDE AND FUEL CONSUMPTION (PASSENGER CAR)									
112	HEADLAMPS (WITH AN ASYMMETRICAL PASSING BEAM)									Adopted
116	PROTECTION AGAINST UNAUTHORIZED USE									Adopted
117	THE APPROVAL OF TYRES WITH REGARD TO ROLLING SOUND EMISSIONS									
119	CORNERING LAMPS									Adopted
121	THE LOCATION AND IDENTIFICATION OF HAND CONTROLS, TELL-TALES AND INDICATORS	x			2013(provisional)	undecided	undecided	MLIT	NTSEL	
123	ADAPTIVE FRONT-LIGHTING SYSTEMS									Adopted

**"Adopt" means "use the UN/ECE certificate for the vehicle (component) type approval / mutual recognition systems as the Contracting Party of the 1958".**

**"Accept" means "use the UN/ECE certificate for your approval" or "use the UN/ECE certificate for your test result even without adoption of UN/ECE regulations under the Contracting Party of 1958 Agreement".**

**"Refer" means "introducing the technical requirements of the UN/ECE regulations into your own country laws or/and regulations sometimes adding or changing some of them."**

## Regulation list of L(Motorcycle) for vehicle type approval

**Economy : JAPAN**

#Please enter 'x' mark in the corresponding column with reference to a question 2-4-1.

EC E No.	Item	#Implementation/plan method			Implementation/plan date(year)	Effective date		Approval Authority	Technical Services	remark
		Adopt	Accept	Refer		for new type of vehicle(year)	for new vehicle(year)			
3	REFLEX REFLECTORS									Adopted
7	FRONT AND REAR POSITION(SIDE) LAMPS, STOP LAMPS AND END-OUTLINE MARKER LAMPS									
9	NOISE (THREE-WHEELED VEHICLES)									
10	ELECTROMAGNETIC COMPATIBILITY									Adopted
28	AUDIBLE WARNING DEVICES									Adopted
37	FILAMENT LAMPS									
39	SPEEDOMETER									Adopted
40	EXHAUST EMISSION (MOTOR CYCLE)									
41	NOISE (MOTOR CYCLE)	x			2013(provisional)	undecided	undecided	MLIT	NTSEL	
46	REAR-VIEW MIRRORS									
47	EXHAUST EMISSION (MOPED)									
50	LIGHTS (MOPED, MOTOR CYCLE)									
53	INSTALLATION OF LIGHTS (MOTOR CYCLE)									
60	DRIVER OPERATED CONTROLS (MOPED, MOTOR CYCLE)									
62	PROTECTION AGAINST UNAUTHORIZED USE (MOTOR CYCLE)									Adopted
63	NOISE (MOPED)									
74	INSTALLATION OF LIGHTS (MOPED)									
75	PNEUMATIC TYRES (MOPED, MOTOR CYCLE)									Adopted
78	BRAKING (CATEGORY L)									Adopted
81	REAR-VIEW MIRRORS (MOTOR CYCLE)									Adopted
112	HEADLAMPS (WITH AN ASYMMETRICAL PASSING BEAM)									Adopted
113	HEADLAMPS (WITH A SYMMETRICAL PASSING BEAM)									

**”Adopt” means “use the UN/ECE certificate for the vehicle (component) type approval / mutual recognition systems as the Contracting Party of the 1958”.**

**”Accept” means “use the UN/ECE certificate for your approval” or “use the UN/ECE certificate for your test result even without adoption of UN/ECE regulations under the Contracting Party of 1958 Agreement”.**

**”Refer” means “introducing the technical requirements of the UN/ECE regulations into your own country laws or/and regulations sometimes adding or changing some of them.”**

# Malaysia

## Gazette and Enforcement of UN Regulations

### Statistic of Gazette and Enforcement of UN Regulations

Gazette Year	Number of UN Regulation	Department/Agencies Involved
1997	3	Department of Environment (DOE)
2007	12	Ministry of Transport (MOT) and Road Transport Department (RTD)
2010	4	
2011	35	
2012	1	
<b>TOTAL</b>	<b>55</b>	

**Table A : Gazette between Year 1997 to 2010**

No.	UN Regulation	Description	Gazette Date	Enforcement Date	
1.	R 15	<i>Exhaust Emission</i>	1 January 1997	1 January 1997	
2.	R 49	<i>Diesel Emission</i>			
3.	R 24	<i>Diesel Smoke</i>			
4.	R 66	<i>Superstructure Strength Of Public Service Vehicle</i>	19 November 2007	1 January 2008	
5.	R 30	<i>Pneumatic Tyres</i>		1 January 2010	
6.	R 54	<i>Pneumatic Tyres (Commercial Vehicle)</i>		1 January 2010	
7.	R 108	<i>Retreaded Pneumatic Tyres</i>		1 January 2010	
8.	R 109	<i>Retreaded Pneumatic Tyres (Commercial Vehicles)</i>		1 January 2010	
9.	R 16	<i>Safety Belt</i>		1 January 2010	
10.	R 36	<i>Construction On Public Service Vehicle</i>		1 January 2012	
11.	R 48	<i>Installation Of Lights (HID)</i>		1 January 2012	
12.	R 52	<i>Construction Of Small Capacity Public Service Vehicle</i>		1 January 2012	
13.	R 80	<i>Seats (Large Passenger Vehicle)</i>		1 January 2012	
14.	R 98	<i>Gas Discharge Headlamp</i>		1 January 2012	
15.	R 99	<i>Gas Discharge Headlamp (Light Sources)</i>		1 January 2012	
16.	R 116	<i>Protection Against Unauthorized Use</i>		7 April 2010	1 July 2010
17.	R 97	<i>Vehicle Alarm System</i>			1 July 2010
18.	R 18	<i>Protection Against Unauthorized Use</i>			1 January 2012
19.	R 62	<i>Protection Against Unauthorized Use</i>	1 January 2012		



## **Table B : Gazette in Year 2011**

Gazette Date : 15 December 2011

Enforcement Date : 1 January 2012 (Enforced through VTA Application only)

No.	UN Regulation	Description
1.	R100	<i>Construction of Battery Electric Vehicle</i>
2.	R3	<i>Reflex Reflector</i>
3.	R6	<i>Direction Indicators</i>
4.	R7	<i>Front and Rear Position (Side) Lamps, Stop Lamps and End-Outline Marker</i>
5.	R13	<i>Braking</i>
6.	R13H	<i>H-Braking</i>
7.	R14	<i>Seatbelt Anchorage</i>
8.	R17	<i>Seats</i>
9.	R25	<i>Head Restraint</i>
10.	R28	<i>Audible Warning Device</i>
11.	R39	<i>Speedometer</i>
12.	R40	<i>Exhaust Emission (Motorcycle)</i>
13.	R41	<i>Noise (Motorcycle)</i>
14.	R43	<i>Safety Glass</i>
15.	R46	<i>Rear-view Mirrors</i>
16.	R48*	<i>Installation of Lights (HID)</i>
17.	R50	<i>Lights (Motorcycle)</i>
18.	R51	<i>Noise</i>
19.	R53	<i>Installation of Lights (Motorcycle)</i>
20.	R58	<i>Rear Under-run Protection</i>
21.	R69	<i>Rear Marking Plates for Slow Moving Vehicle</i>
22.	R70	<i>Rear Marking Plates for Heavy and Long Vehicle</i>
23.	R73	<i>Lateral Protection (Goods Vehicle)</i>
24.	R75	<i>Tyre (Motorcycle)</i>
25.	R78	<i>Braking (L Category)</i>
26.	R79	<i>Steering Equipment</i>
27.	R81	<i>Rear-view Mirrors (Motorcycle)</i>
28.	R83	<i>Gaseous Pollutants</i>
29.	R90	<i>Replacement Brake Lining Assemblies</i>
30.	R93	<i>Front Under-run Protection</i>
31.	R94	<i>Protection of the Occupants in the event of a Frontal Collision</i>
32.	R95	<i>Protection of the Occupants in the event of a Lateral Collision</i>
33.	R104	<i>Retro-reflective Markings for Heavy and Long Vehicles</i>
34.	R112	<i>Headlamps (Assymetrical)</i>
35.	R113	<i>Headlamps (Symetrical)</i>

## **Table C : Gazette in Year 2012**

Gazette Date : 4 April 2012

No.	UN Regulation	Description
1.	R22	<i>Protective Helmet &amp; Visor for driver &amp; passenger of motorcycle and moped</i>

## **Table D : Prior to Gazette in Year 2012**

Gazette Date : 2012

Enforcement Date : 1 January 2015 (Enforced through VTA Application only)

No.	UN Regulation	Description
1.	R4	<i>Rear Registration Plate Lamp</i>
2.	R10	<i>Radio Interference Suppression</i>
3.	R11	<i>Door Latches and Hinges</i>
4.	R19	<i>Front Fog Lamps</i>
5.	R21	<i>Interior Fittings</i>
6.	R23	<i>Reversing Lamps</i>
7.	R26	<i>External Projection</i>
8.	R34	<i>Prevention of Fire Risks</i>
9.	R37	<i>Filament Lamps</i>
10.	R38	<i>Rear Fog Lamps</i>
11.	R44	<i>Child Restraint</i>
12.	R45	<i>Headlamp Cleaners</i>
13.	R55	<i>Mechanical Coupling</i>
14.	R60	<i>Driver Operated Control (Motorcycle)</i>
15.	R61	<i>External Projection</i>
16.	R64	<i>Temporary Spare Tyres</i>
17.	R77	<i>Parking Lamps</i>
18.	R89	<i>Speed Limitation Device</i>
19.	R91	<i>Side-marker Lamps</i>
20.	R101	<i>Emission of Carbon Dioxide and Fuel Consumption (Passenger Car)</i>
21.	R117	<i>Tyres with regard to rolling sound emission</i>
22.	R119	<i>Cornering Lamp</i>
23.	R121	<i>Hand Controls, tell-tales and indications</i>

**The 3<sup>rd</sup> Public & Private Joint Forum in Asian Region  
-The 17<sup>th</sup> JASIC ASIA Government/Industry Meeting-**

**Prepared by:**

**Department of Transport**

**Ministry of Public Works and Transport, Laos.**

**5<sup>th</sup> December 2012**

**@ Crowne Plaza Hotel**

**Manila, Philippines.**

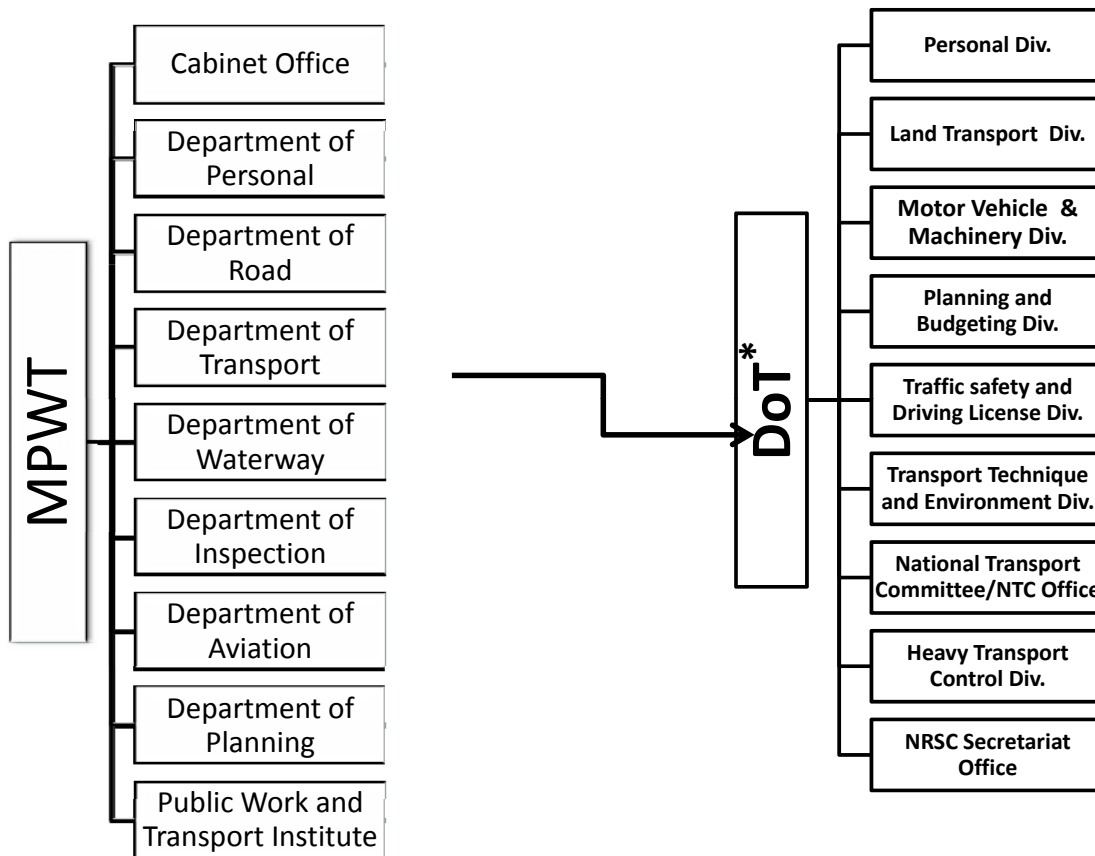
( 1 )

## **Content**

- 1. Organization Chart**
- 2. Legislation**
- 3. Implementation of Vehicle Safety and Quality Control**
- 4. Problems/challenges**
- 5. Future directions**

( 2 )

# 1. Organization Chart



{ 3 }

## \*Term of Reference

The main duty of Department of Transport is:

- To manage, improve and expand the system of land transport;
- To set up the transport and logistics strategy plan;
- To set up legislations such as vehicle safety standards, vehicle registrations and so on;
- To issue driving licenses including Lao international license.

{ 4 }

## 2. Legislation

### ☞ Existing Laws/Regulations

- Road Traffic Law No 02/NA, Date 8 Apr 2000 (updating)
- Land Transport Law No 03-97/NA, Date 12 Apr 1997 (updating)
- Regulation No 4312/MCTPC, Dated 11 Nov 2002
- Regulation No 829/MCTPC, Dated 15 Mar 2000
- Prime Ministerial Decision No 78/PM, Dated 03 Jul 2012

{ 5 }

## 3. Implementation of Vehicle Standard and Quality Control

### ➤ Responsibility Body

1. Ministry of Industry and Commerce (Import-Export Dept.)
2. Ministry of Public Works and Transport (Transport Dept.)
3. Ministry of Finance (Custom Dept.)

### ➤ Regulation No 4312/MCTPC, date 11 Nov 2002

(left hand side and manufacturing certificate).

- New vehicle: Based on the certification of manufacturing or dealers.
- Used Vehicle: Heavy Machinery and Equipment  
(Prime Ministerial Decision No 78/PM, Date 03 July 2012)

{ 6 }

# Parts/Components

# Whole Vehicle

ສາທາລະນະລິດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ  
ສັນຕິພາບ ເອກະລາດ ປະຊາທິປະໄຕ ເອກະພາບ ວັດທະນະຖາວອນ

049024 / ກສ  
ວັນທີ 02 NOV 2012

ໃບອະນຸຍາດທາງດ້ານເຕັກນິກ ສິນສ່ວນອາໄຫລ່ເຂົ້າປະເທດ  
ສຳລັບປະກອບລົດໃນ ສປປ ລາວ ເພື່ອຈຳໜ່າຍພາຍໃນປະເທດ

ອີງຕາມຂໍ້ຕົກລົງຂອງ ນາຍົກລັດຖະມົນຕີ ສະບັບເລກທີ: 14/ນຍ, ລົງວັນທີ: 20/02/2003 ກ່ຽວກັບການນຳເຂົ້າລົດ, ສິນສ່ວນ  
ອາໄຫລ່ລົດ ເພື່ອມາປະກອບປູງໂງ່ງກັນ

ອີງຕາມຂໍ້ກຳນົດຂອງກະຊວງ ຂະບັງ, ສະບັບ ເລກທີ: 4312/ຂຂປກ, ລົງວັນທີ: 11/11/2002 ກ່ຽວກັບ ມາດຕະຖານເຕັກນິກ  
ບາດສາຫະກະ ແລະ ສິນສ່ວນ ຂອງບາດສາຫະກະ ທີ່ຈະໄດ້ຮັບ ຕະນູນາດ ໃຫ້ນຳເຂົ້າມາສິນສະບູນ ແລະ ປະກອບເປັນສິນ ເພື່ອ  
ນຳໃຊ້ ປູ້ໃນ ສປປ ລາວ. ຄຳສັດ ຢືນຢັນເຊິ່ງ ຈຳກັດ: 1061/ນຈຊ ລົງວັນທີ: 01/11/2012

ອີງຕາມ ໃບອະນຸຍາດ ດ້ານການນຳເຂົ້າ ທີ່ເລກທີ: 01/11/2012

ດ້ານການນຳເຂົ້າເຕັກນິກ ກົມສິນສ່ວນ ເພື່ອຈຳໜ່າຍພາຍໃນ ດ້ານການນຳເຂົ້າ ທີ່ເລກທີ: 01/11/2012

ນຳສິນສ່ວນອາໄຫລ່ເຂົ້າປະເທດ ສຳລັບປະກອບລົດໃນ ສປປ ລາວ ເພື່ອຈຳໜ່າຍພາຍໃນ ເຊິ່ງມີລາຍລະອຽດດັ່ງນີ້:

ລ.ດ	ປະເພດ	ກີລີ	ລຸ້ນ	ສີ	ເລກຈັກ	ເລກຕັ້ງ	ສະພາບ ເຕັກນິກ	ລະບົບ ຂອງມາໂລ	ຈຳ ນວນ
1	ລົດຈັກ (ດັບເສັ້ນສ່ວນ)	HONDA	NP100	100	NP100E-823 7116 ເຮັງ	NP100-823 7116 ເຮັງ	100%	400	SETS
					NP100E-823 7514	NP100-823 7514	TOTAL = 400 SETS		

ສະບາຍເຫດ:

- ສິນສ່ວນອາໄຫລ່ ສິນສ່ວນເຕັກນິກ ທີ່ຖືກຕ້ອງໄດ້ຖືກຢືນ ມາດຕະຖານເຕັກນິກ ແລະ ຈຳນວນຕາມໃບອະນຸຍາດ ສະບັບນີ້ ຢ່າງຢືນຢັນ
- ໃບອະນຸຍາດນຳເຂົ້າເຕັກນິກ ກ່ຽວກັບມາດຕະຖານເຕັກນິກ ທາດສາທາລະນະເຂົ້າ ແລະ ສິນສ່ວນປູງ ສປປ ລາວ ສະບັບເລກທີ: 4312/ຂຂປກ, ລົງວັນທີ: 11/11/2002 ຢ່າງເຂັ້ມງວດ 02 FEB 2013
- ເອກະສານສະບັບນີ້ ມີຖານນຳໃຊ້ໄດ້ເທື່ອດຽວ ແລະ ຫມິດກຳນົດ ວັນທີ: 02 FEB 2013

ຖ້າມີ ບຳນານ (ແຂວງ ດຳລັດ ດຳເຊ) ບຳນານ (ແຂວງ ດຳລັດ ດຳເຊ)

ຝ່າຍນຳເຂົ້າ ແມ່ນຜ່ານ .....

ສິດສຳນັກ ນັກ  
ບົດເສັດ ໄຊຍະສານ

ສາທາລະນະລິດ ປະຊາທິປະໄຕ ປະຊາຊົນລາວ  
ສັນຕິພາບ ເອກະລາດ ປະຊາທິປະໄຕ ເອກະພາບ ວັດທະນະຖາວອນ

049053 / ກສ  
ວັນທີ 02 NOV 2012

ໃບອະນຸຍາດທາງດ້ານເຕັກນິກ ນຳຍານພາຫະນະ  
ກົນຈັກເຂົ້າ ແລະ ສິນສ່ວນປູນ ສປປ ລາວ

ອີງຕາມຂໍ້ຕົກລົງຂອງ ນາຍົກລັດຖະມົນຕີ ສະບັບ ເລກທີ: 1691/ສສນ, ລົງວັນທີ: 07/10/2004  
ກ່ຽວກັບ ສິນສ່ວນອາໄຫລ່ເຂົ້າປະເທດ ແລະ ນຳເຂົ້າ ສິນສ່ວນ ແລະ ຈຳນວນສິນສ່ວນ ປູ້ມາປະກອບປູງໂງ່ງກັນ

ອີງຕາມ ຂໍ້ຕົກລົງ ສະບັບເລກທີ: 14260/ຂຂສ, ລົງວັນທີ: 13/11/2008 ຂອງລັດຖະມົນຕີບຳນານກະຊວງ ຂະບັງ ທີ່ເລກ ທາດສາທາລະນະ ແລະ ການເຊື່ອມໂຕຂອງ ກົມສິນສ່ວນ

ອີງຕາມຂໍ້ກຳນົດຂອງ ກະຊວງ ຂະບັງ, ສະບັບ ເລກທີ: 4312/ຂຂປກ, ລົງວັນທີ: 11/11/2002 ກ່ຽວກັບ ມາດຕະຖານເຕັກນິກ  
ບາດສາຫະກະ ແລະ ສິນສ່ວນ ຂອງບາດສາຫະກະ ທີ່ຈະໄດ້ຮັບ ຕະນູນາດ ໃຫ້ນຳເຂົ້າມາສິນສະບູນ ແລະ ປະກອບເປັນສິນ ເພື່ອ  
ນຳໃຊ້ ປູ້ໃນ ສປປ ລາວ. ກົມການນຳເຂົ້າ ແລະ ສິນສ່ວນ ເລກທີ: 1061/ນຈຊ ລົງວັນທີ: 01/11/2012

ອີງຕາມ ໃບອະນຸຍາດ ຂອງ ຄຳສັດ ຢືນຢັນເຊິ່ງ ຈຳກັດ ເລກທີ: 1061/ນຈຊ ລົງວັນທີ: 01/11/2012

ອີງຕາມ ໃບອະນຸຍາດ ຂອງ ຄຳສັດ ຢືນຢັນເຊິ່ງ ຈຳກັດ ເລກທີ: 1061/ນຈຊ ລົງວັນທີ: 01/11/2012

ດ້ານການນຳເຂົ້າເຕັກນິກ ກົມສິນສ່ວນ ເພື່ອຈຳໜ່າຍພາຍໃນ ດ້ານການນຳເຂົ້າ ທີ່ເລກທີ: 01/11/2012

ນຳຍານພາຫະນະກົນຈັກ ເຂົ້າ ສປປ ລາວ ເຊິ່ງມີລາຍລະອຽດດັ່ງນີ້:

ປະເພດ	ລຸ້ນ	FINO	ເລກຈັກ	Engine No.	ຄວາມໜຽວ
Type	Motor		E3G5E 216243		110 (cc)
Mark	YAMAHA	ຊີ ຕາ-ເຊີງ	MLEKE148111216243		ຈຳນວນສູນ: 1 ສູນ
Mark	Color				ສະພາບເຕັກນິກ: 100% ຜ
					ໂລມາເຊັດ ດັບປີກ 4 ປີ <input type="checkbox"/>

ໜ່ວຍໄຟ: ຄວາມສູງ (mm) ໃຊ້ເຊນດີຽນເນຈຳນວນ: ກາຊອນ ; ແລັດຊິງ ; ໄຮໂອລິ ; ກາສ

ປັນຈຸ ມາດຕະຖານ: ຄວາມກວ້າງ (mm) Energy/fuel type: Diesel; Ben zine; Electric; Gas

ປັດໄຈ: 3011 ຄວາມໜັກ (kg) ຈຳນວນລຳ: 2 ຈຳນວນເອົາ: ເຮົາ ນຳໃຫ້ກຳນົດເປົ້າ: 60 ຕ.ຊ

ສະບາຍເຫດ:

- ລົດສິນສ່ວນເຕັກນິກ ທີ່ຖືກຕ້ອງໄດ້ຖືກຢືນ ມາດຕະຖານເຕັກນິກ ທີ່ຖືກຕ້ອງໄດ້ ຕາມໃບອະນຸຍາດ ສະບັບນີ້ ຢ່າງຢືນຢັນ
- ເອກະສານ ສະບັບນີ້ ມີຖານນຳໃຊ້ໄດ້ເທື່ອດຽວ
- ບາດສາຫະກະ ທີ່ຖືກຕ້ອງໄດ້ ຕາມໃບອະນຸຍາດທາງດ້ານເຕັກນິກ ສະບັບນີ້ ດ້ານການນຳເຂົ້າ ທີ່ເລກທີ: 02 FEB 2013

ຖ້າມີ ບຳນານ (ແຂວງ ດຳລັດ ດຳເຊ) ບຳນານ (ແຂວງ ດຳລັດ ດຳເຊ)







ຝ່າຍນຳເຂົ້າ ແມ່ນຜ່ານ .....

ສິດສຳນັກ ນັກ  
ບົດເສັດ ໄຊຍະສານ

[ 7 ]

# Comparison of UNECE and Laos on Vehicle Category

Laos	
Class	Vehicle Category
ຈ	Motorcycle
ສ	3 wheels motorcycle (Tuk Tuk)
ກ	Light vehicle (car, pick up, jeep, mini bus-up to 7 seats)
ບ	All trucks, trailer, Bus

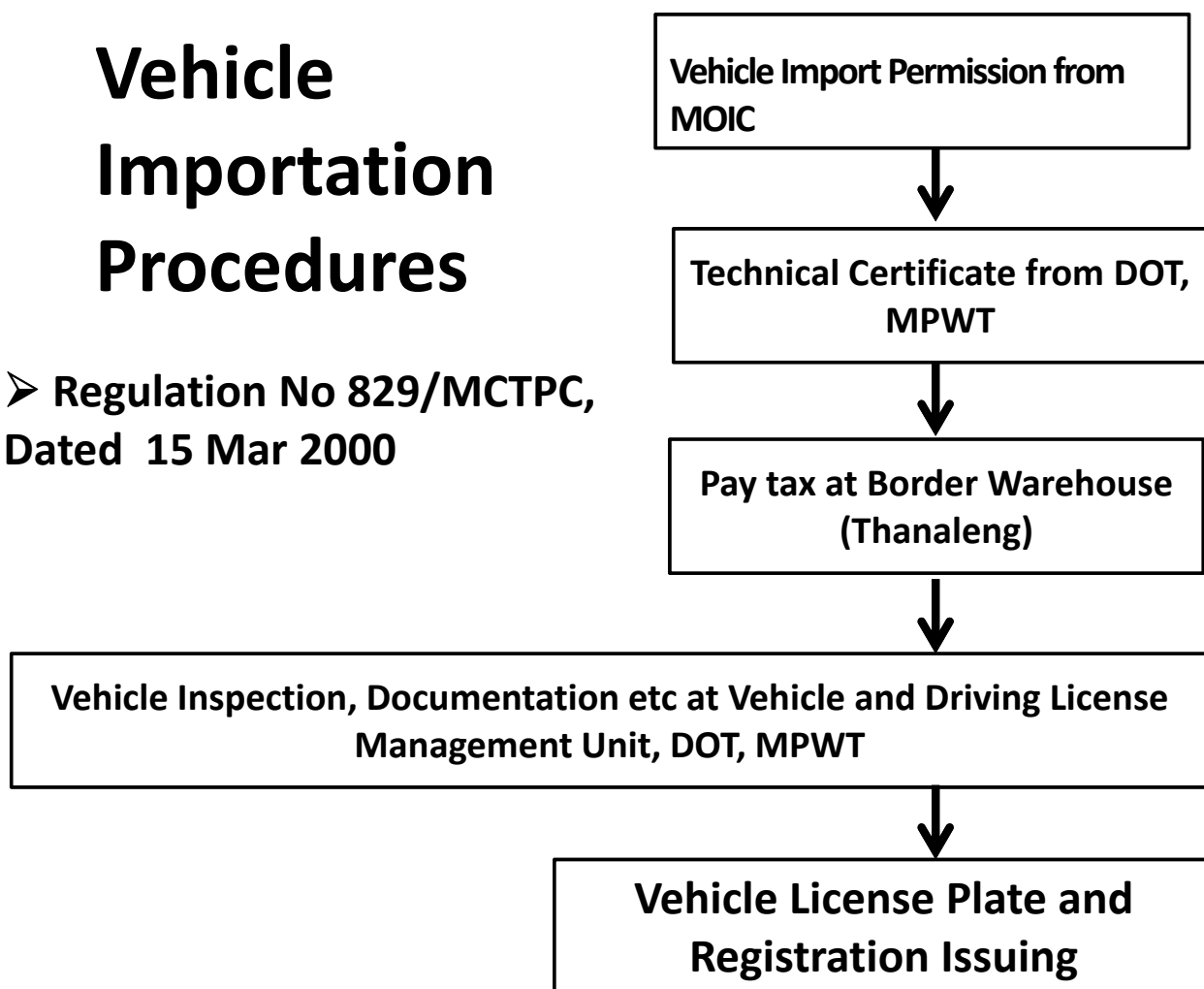
UNECE Vehicle Category	
L	Motorcycle 
M1	Passenger vehicle 
M2, M3	Bus 
N1	Light duty truck 
N2, N3	Heavy duty truck 
O	Trailer 

Ref. UNECE/WP29/RE3

[ 8 ]

# Vehicle Importation Procedures

➤ Regulation No 829/MCTPC, Dated 15 Mar 2000



{ 9 }

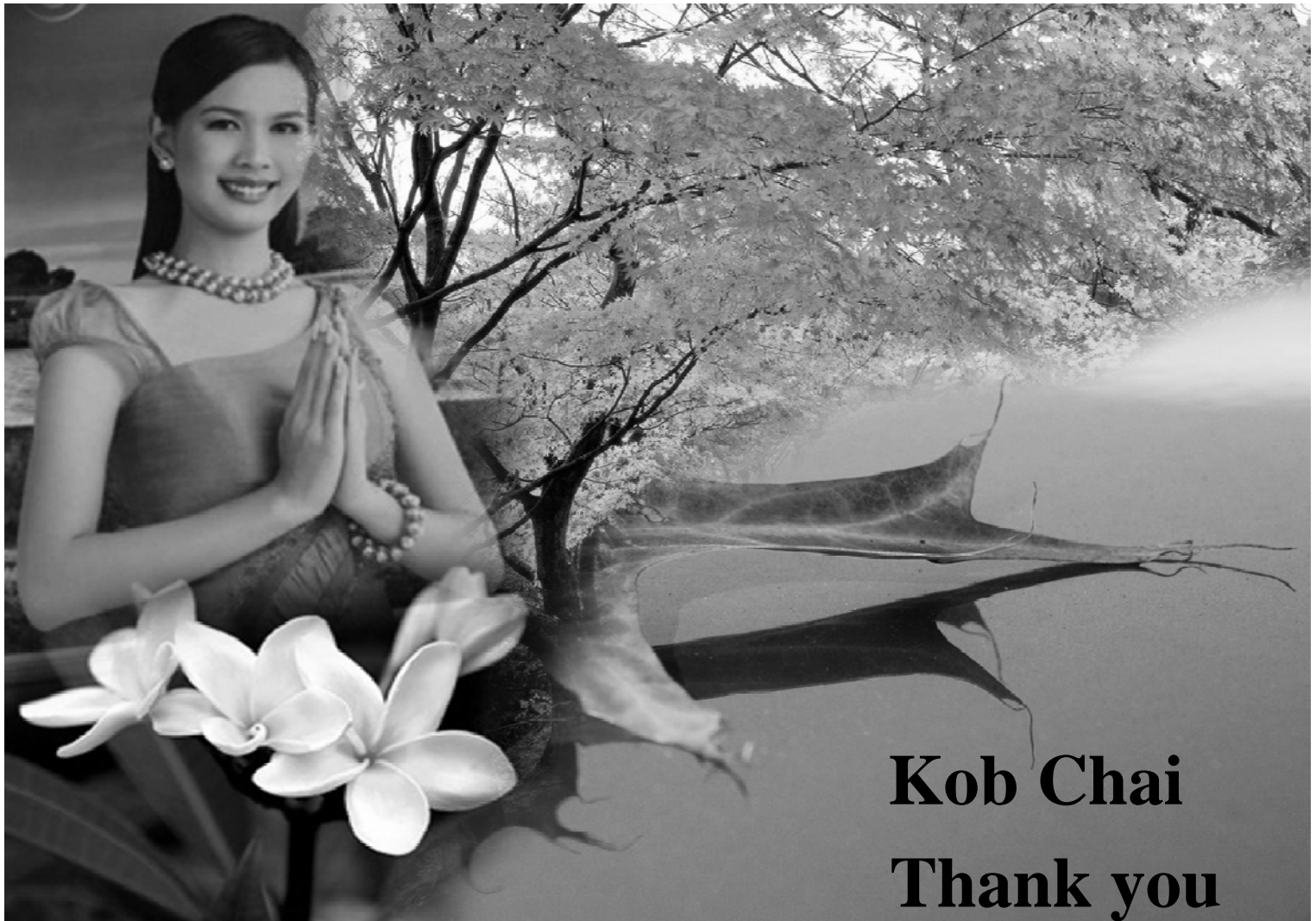
## Problems/Challenges

1. Inadequate specific law and regulation concerning to vehicle standard in order to control the vehicle assemble factory across country
2. Lack of knowledge and experiences on how to create Vehicle Type Approval System
3. Lack of human resources in particularly mechanical engineer and specialist due to field

{ 10 }

# Future Directions

1. Developing and Improving laws and regulations  
e.g. Road Traffic Law, Decree on Motor Vehicle Standard
2. Classify vehicle category in the way of UN regulation
3. Develop vehicle registration and new license plate  
(ASEAN/GMS)
4. Modern vehicle management (ITS)
5. Cooperation with ASEAN countries in order to create  
and develop vehicle standard in the country



**Kob Chai  
Thank you**



**The 17<sup>th</sup> JASIC Asia Government / Industry Meeting  
4 - 6 , December 2012  
Manila, Philippines**

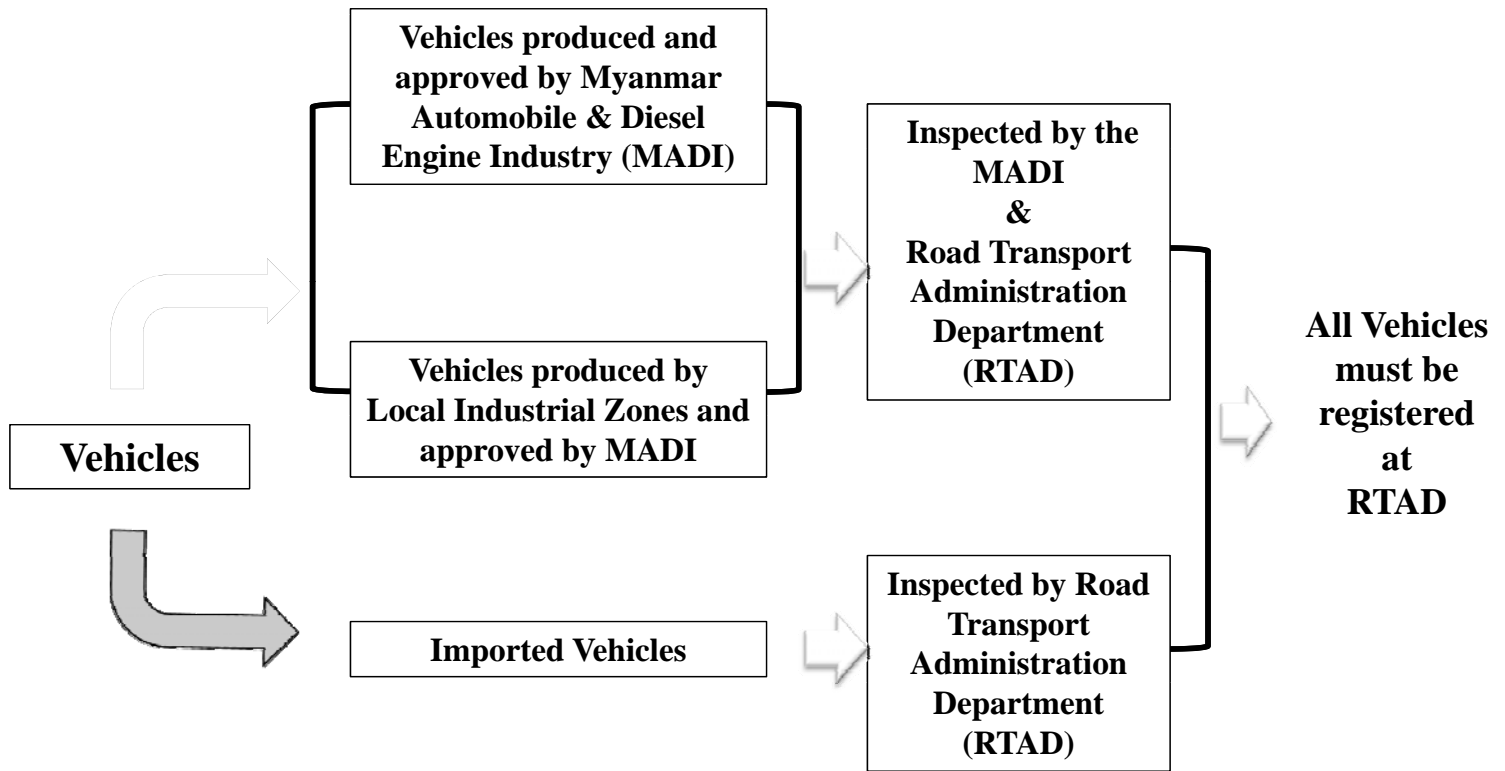


**Soe Win  
Chief Engineer  
Road Transport Administration Department  
Ministry of Rail Transportation**

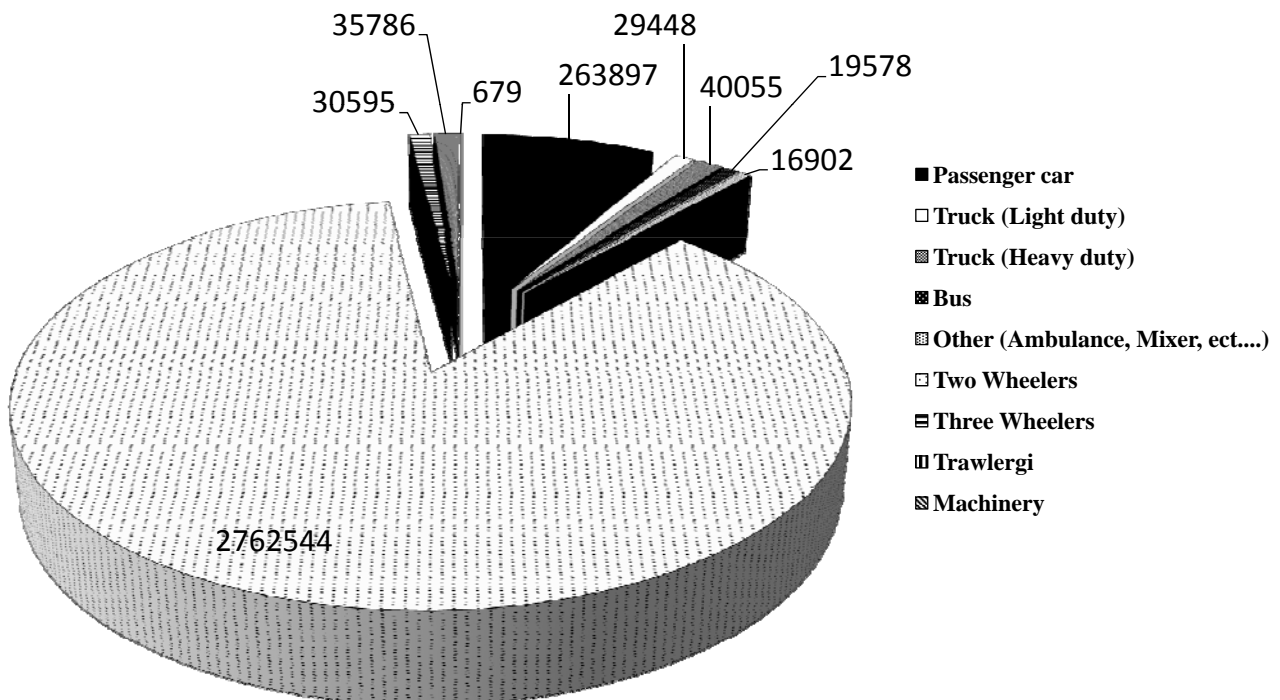
**Responsible Bodies for Vehicle Type Approval System  
Improvement in Myanmar**

- Road Transport Administration Department (RTAD)  
under Ministry of Rail Transportation
- Myanmar Automobile and Diesel-engine Industry  
(MADI) under Ministry of Industry
- Industrial Development Committee (IDC)

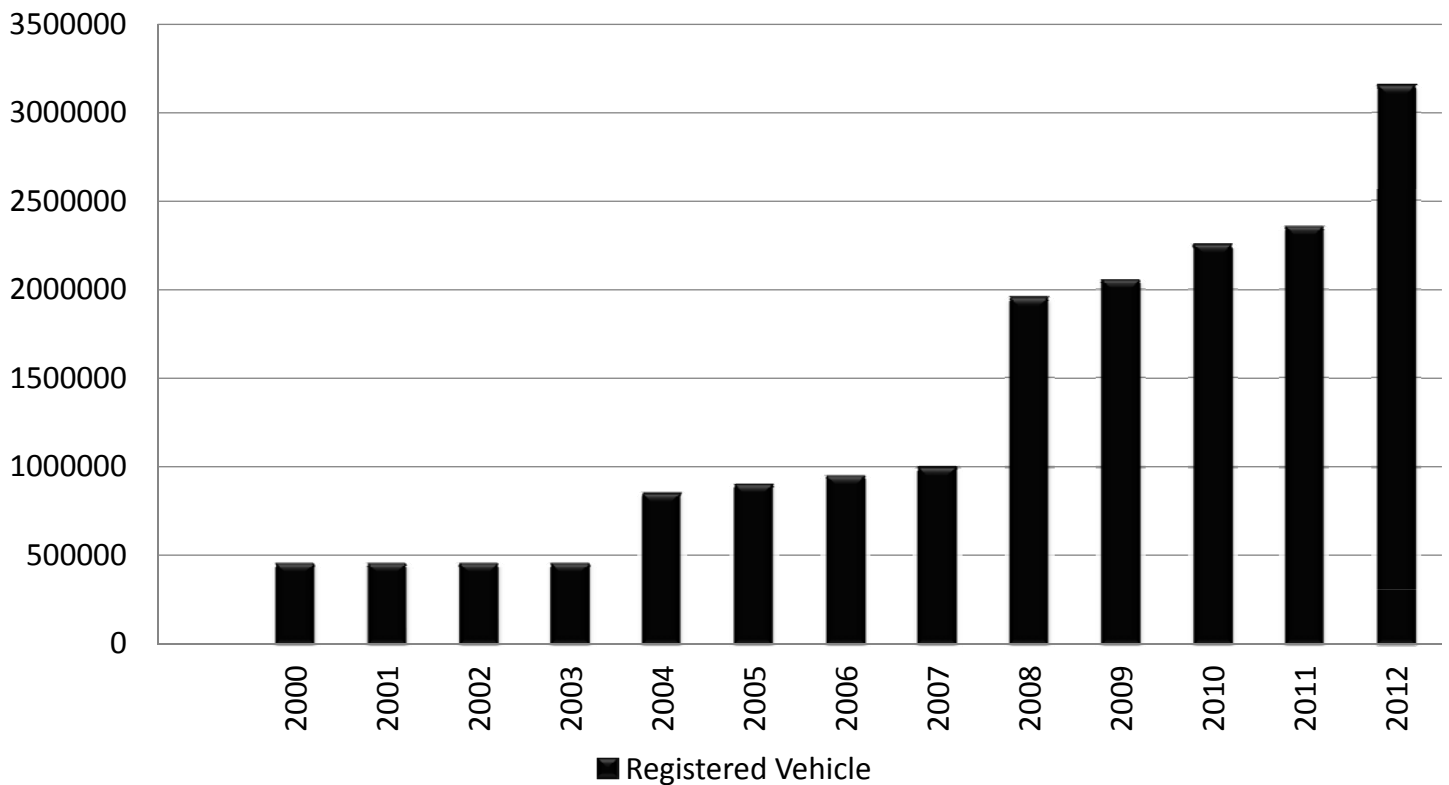
# Vehicle Type Approval System in Myanmar



## Total Registered Vehicles in Myanmar as of September 2012



## Vehicles Trend in Myanmar from 2001 to 2012, September



## VEHICLE Inspection

Inspect the construction of vehicle applying 1993 Testers' Manual.

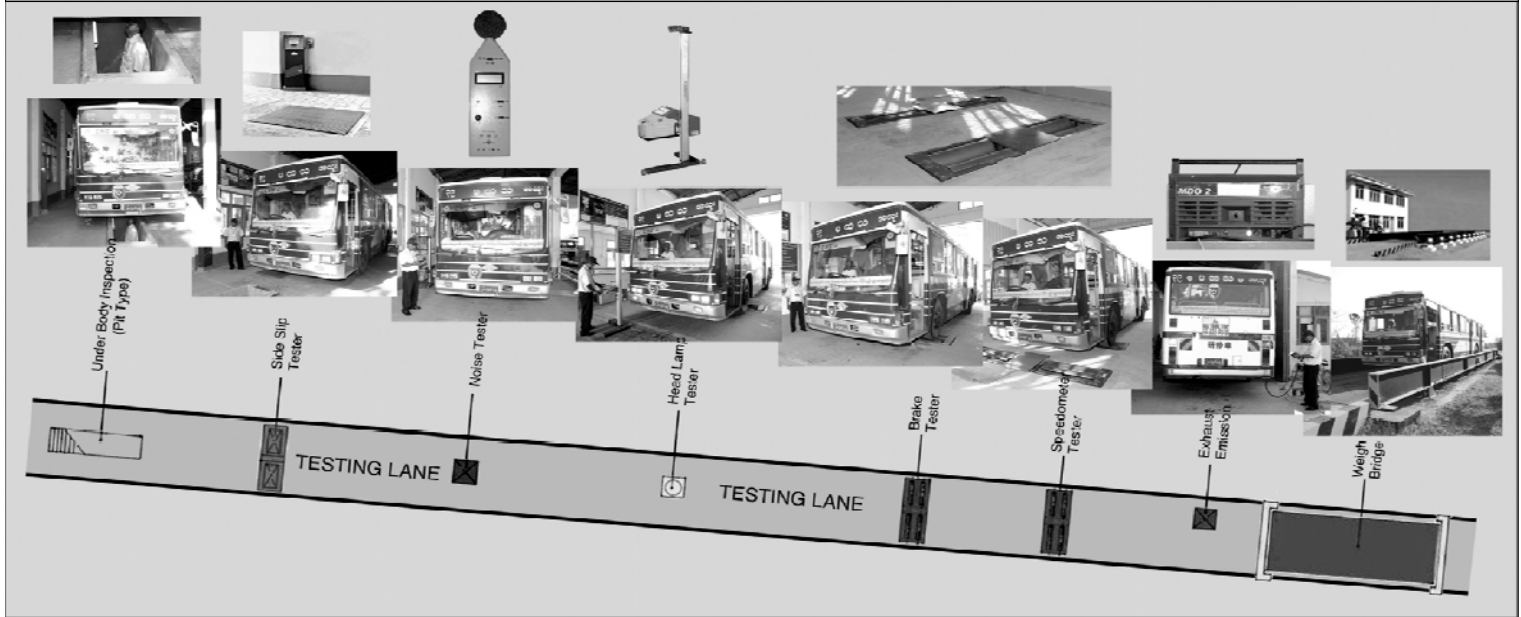
### Testing System

- Weight Testing
- Exhaust Emission Testing
- Brake Testing
- Head Lamp Testing
- Sound Level Testing
- Side Slip Testing
- Speedometer Testing
- Under Body Testing

### Tested by Machine

- Weight Bridge
- Exhaust Emission Tester
- Brake Tester
- Head Lamp Tester
- Noise Tester
- Side Slip Tester
- Speedometer Tester

# Motor Vehicle Inspection Testing Lane



## Current Situation

- Myanmar has some barriers for setting a schedule for the ECE items.
- We are still observing and not ready to adopt ECE items.
- We refer and apply 1958 Agreement and its amendments in our domestic vehicle industry.
- To accede the WP 29 Agreements, it is still needed to improve manpower, infrastructure, technology, rules and regulations in vehicle manufacturing procedures.

## Current Situation (cont'd)

- Currently, Myanmar cannot produce a great number of vehicles and a little number of vehicle are manufactured for the purpose of domestic use only.
- In producing vehicles, the domestic industries import parts and components made from Japan and Europe, the countries which are already accepted and applied the UN/ECE regulations.
- We have also accepted the vehicles that have been constructed in line with UNECE Regulations and Japanese Safety Regulations because the majority of the imported vehicles are from Japan.

## Cooperation to adopt WP 29 Activities 1958 & 1998 Agreement

- Myanmar has been participating as an observer in JASIC Asia Government/Industry Meeting. At present, we apply and refer some of UNECE Regulations in domestic type approval system.
- Myanmar has been participating and attending the Meetings of ACCSQ-APWG, and at these occasions, we inform our current situations and discuss to harmonize with VTA in our country.
- Through the above-mentioned meetings, we can observe the experiences of other countries.

## **Cooperation to adopt WP 29 Activities 1958 & 1998 Agreement (cont'd)**

- We keep on cooperating with ASEAN and Japan for International Whole Vehicle Type Approval System.
- In the early 2013, 14<sup>th</sup> AMEICC – WG – AI will be hold in Myanmar.

### **Conclusion**

- At present, Myanmar produces only a small number of vehicles.
- To accede the 1958 and 1998 Agreements, it needs to promote our existing manpower, infrastructure and financial situation.
- But we try our best to participate in WP 29 Activities.

**Thanks all of You!**



# BRIEFING OF VEHICLE TYPE APPROVAL SYSTEM IN MALAYSIA (COUNTRY REPORT)

AUTOMOTIVE ENGINEERING DIVISION  
ROAD TRANSPORT DEPARTMENT OF MALAYSIA

1

## CONTENTS

- 1) MOT & JPJ Structure
- 2) Definition
- 3) Legal References
- 4) Government Policy
- 5) Accession to WP29
- 6) VTA Certification System
- 7) National Regulation (Example)
- 8) Conclusion





# MOT STRUCTURE



## MINISTRY OF TRANSPORT

LAND TRANSPORT



AVIATION



MARITIME



Road Transport Department



To create and administer a registration and licensing system for all types of motor vehicles which is effective, safe and full of integrity.

Road Safety Department



To create and administer an effective training, testing and licensing system in order to produce skilled, disciplined and considerate drivers.

Malaysia Institute Research of Road Safety

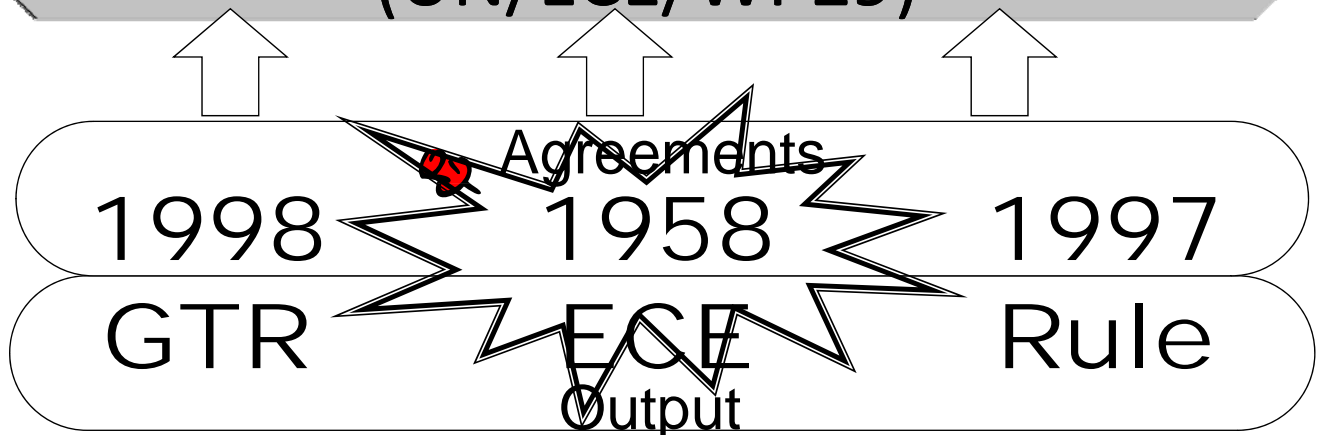


To enforce and administer traffic laws in order to produce road users with a culture of compliance with road laws and regulations.

To provide efficient technical advisory service to meet the needs of the road transport industry.

# ACCESSION TO WP29

World Forum for Harmonization of Vehicle Regulations (UN/ECE/WP29)



MALAYSIA ALREADY ACCEDED TO WP29 SINCE 4<sup>th</sup> April 2006

# DEFINITION OF VTA



**Vehicle Type Approval (VTA)** is a homologation process to confirm the production sample of a vehicle design to comply with specified standards/regulations before a vehicle registration is allowed in Malaysia.

VEHICLE TYPE APPROVAL = COMPONENT TYPE APPROVAL + GENERAL REQUIREMENTS

**\*Component Type Approval** is product compliance (including system approval) with specified standards/regulations (Malaysian Standards / UN Regulations).

**\*General Requirements** are the requirements listed under Road Transport Act 1987 and Road Transport Rules .

5

# LEGAL REFERENCES RELATED TO VTA



The VTA process is introduced based on the legal references as below:

- 1.Road Transport Act 1987 (Sect. 10,12 and 66(1)(pp))
- 2.Road Transport Rules (Construction & Use Rules)
- 3.Environmental Quality Act 1974 (Department of Environment)
- 4.Weight Restriction Order 1989 (Amendment 2009) (Public Work Department)

6

# GOVERNMENT POLICIES RELATED TO VTA (1)

## NATIONAL AUTOMOTIVE POLICY : 28<sup>TH</sup> OCT 2009

- ✓ **TECHNOLOGY : PROMOTING HIGH VALUE AND GREEN TECHNOLOGY**
  - Incentives for critical and high value-added parts and green technologies
  - Promote Hybrid And Electric Vehicles
  
- ✓ **STANDARDS : EFFORTS FOR INCREASED SAFETY**
  - Full implementation of VTA by JPJ
  - Gradual Introduction And enforcement of mandatory standards
  - Gradual phase out of imported used parts
  - Gradual phase out of used commercial vehicles
  - Clear Roadmap of implementation of fuel standard
  - Gradual introduction of vehicle end of life policy

7

# GOVERNMENT POLICIES RELATED TO VTA (2)

## GREEN TECHNOLOGY POLICY : 24<sup>TH</sup> JULY 2009

- ✓ **CRITERIA OF GREEN TECHNOLOGY**
  - Minimizes degradation to the environment;
  - Has Zero or low Green House Gas (GHG) emission;
  - Safe for use and promotes healthy and improved environment for all forms of life ;
  
  - Conserves the use of energy and natural resources; and
  - Promotes the use of renewable resources

8

# COMMITTEE STRUCTURE IN MALAYSIA

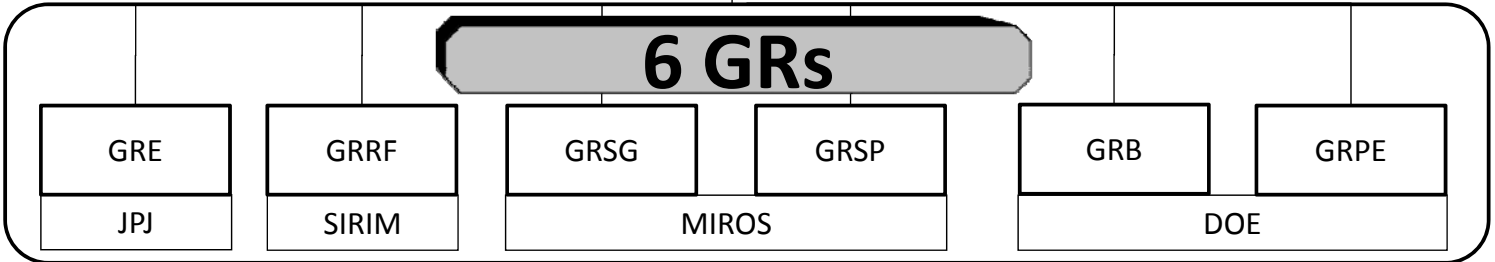


**WP29**



**VTA**

**6 GRs**



GRE : Lighting & Signalling (39 ECE)

GRRF : Brakes & Running Gear (18 ECE)

GRSG : General Safety (30 ECE)

GRSP : Passive Safety (16 ECE)

GRB : Noise (8 ECE)

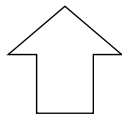
GRPE : Pollution & Energy (16 ECE)

**TOTAL : 127 UNECE REG.**

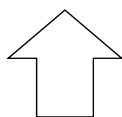
# RESPONSIBILITY FOR EACH COMMITTEE



**WP29**



**VTA**



**6 GRs**

- I. To approve the proposed implementation schedule by VTA committee;
- II. To decide policies related to Automotive Regulations ;
- III. Government and Private Agencies (Association)

- I. To approve the VTA application ;
- II. To discuss the proposed implementation schedule by 6 GRs;
- III. To propose policies related to VTA;
- IV. Government Agencies only

- I. To study and propose the implementation schedule in Malaysia. ;
- II. Government and Private Agencies (Individual & Association)

# JPJ AS AA AND SIRIM AS 1<sup>ST</sup> TS IN M'SIA



ECE/TRANS/WP.29/343/rev.20

E52	Malaysia	<i>Add new Type Approval Authority 52/A, to read:</i> <b>Road Transport Department of Malaysia (JPJ) Level 1-5, Block D4, Parcel D Federal Government Administrative Centre 62620 Putrajaya Malaysia Tel: (+60-3) 88866400 Fax: (+60-3) 88889645</b>	<i>Add new Technical Service 52/B, to read:</i> <b>SIRIM QAS International SDN. BHD SIRIM Complex 1, Persiaran Dato' Menteri, Section 2 P.O. Box 7035 40911 Shah Alam Selangor Darul Ehsan Malaysia Tel: (+60-3) 55446400 Fax: (+60-3) 55109439</b>	20.7.2012
-----	----------	---	--	-----------

JPJ can give E-mark for All UN Regulations ;  
SIRIM can issue official UN Regulations 22 : Safety Helmet

11

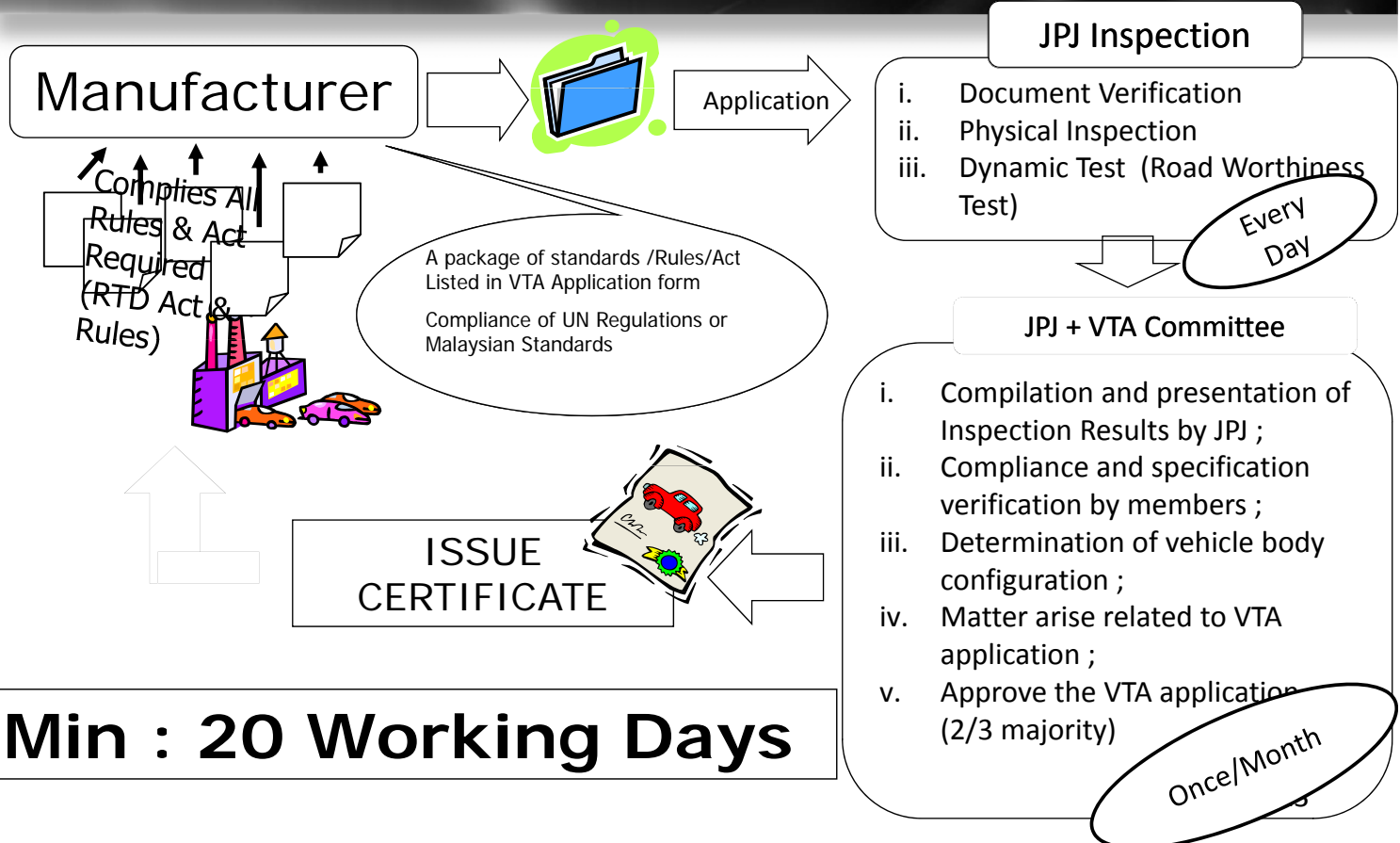
# VTA COMMITTEE STRUCTURE IN MALAYSIA



- Chairman : Director General of JPJ  
Co-Chairman : Director of Automotive Engineering Division JPJ  
Secretary : Head of VTA Unit , Automotive Engineering Division JPJ  
Members :
- I. Ministry of Transport(MOT)
  - II. Ministry of International Trade and Industry(MITI)
  - III. Ministry of Domestic Trade and Consumer Affairs (KPDNKK)
  - IV. Ministry of Science, Technology and Industry(MOSTI)
  - V. Department of Standards Malaysia (DSM)
  - VI. Department of Environment(DOE)
  - VII. Royal Custom of Malaysia(KDRM)
  - VIII. Malaysia Institute Research of Road Safety(MIROS)
  - IX. SIRIM
  - X. PUSPAKOM
  - XI. Malaysian Automotive Institute (MAI)














12

# VTA CERTIFICATION SYSTEM IN MALAYSIA



# VEHICLE CATEGORIES



L	Motor cycle			
M1	Passenger vehicle			
M2,M3	Bus			
N1	Light duty truck			
N2, N3	Heavy duty truck			
O	Trailer			

# UN REGULATIONS IMPLEMENTATION SCHEDULE



2010

R15	R24	R30	R49	R54	R66	R97	R108	R109	R116
-----	-----	-----	-----	-----	-----	-----	------	------	------

2011

R100									
------	--	--	--	--	--	--	--	--	--

2012

R3	R6	R7	R13	R13H	R14	R16	R17	R18	R25
R28	R36	R39	R40	R41	R43	R46	R48*	R50	R51
R52	R53	R58	R62	R69	R70	R73	R75	R78	R79
R80	R81	R83	R90	R93	R94	R95	R98	R99	R104
R112	R113	R22							

2015

R4	R10	R11	R19	R21	R23	R26	R34	R37	R38
R44	R45	R48	R55	R60	R61	R64	R77	R89	R91
R101	R117	R119	R121						

\*R48 (2012) : High Intensity Discharge (HID) Lights only

## CONCLUSION



- 1) All vehicle must undergo the VTA process before registration is allowed;
- 2) VTA process consist of component type approval and general requirements compliance;
- 3) VTA is subject to committee approval (require 20 working days);
- 4) Until 2012, there are 54 UN Regulations already implemented in Malaysia and will implement another 24 UN Regulations in year 2015.



THANK YOU



# **THAILAND COUNTRY REPORT ON DEVELOPING VTA**

---

**Automotive Engineering Bureau  
Department of Land Transport  
December 2012**

## **Vehicle Type Approval System**

- ◎ **New draft Act of Land Transport, which authorise for vehicle type approval system, still jointly considered by DLT and the Council of State**
- ◎ **Under Motor Vehicle Act, MR2551 enforced in June 2009 which empower DLT to issue notification of vehicle Parts/Systems in line with UN regulations**

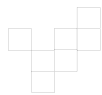
## **Introducing UN Regulations**

- ◎ **Implementation plan of UN regulations for M1/N1 & L3 is finalised in May 2012 by taking into account on 19 UN regulations annexed ASEAN MRA and discussing with the stakeholders**
- ◎ **First Notification in line with UN regulation : R41 enforced since 2012 and the others are considered by Legal Division before notification issuance and implementation**

## **Adopting UN Regulations**

- ◎ **Present system allow UN regulations as the equivalent and accept only UN test report**
- ◎ **Working group for considering WP.29 activities is revised and will for instance,**
  - > set criteria for adopting UN regulations as the first task**
  - > set up a plan of adopting UN regulations in WP.29 meeting as the second task**

< Thank you >



# Introduction of Vehicle Safety Type Approval in Taiwan



財團法人車輛安全審驗中心  
Vehicle Safety Certification Center

5 Dec. 2012



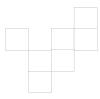
## Vehicle Safety Type Approval System ( 1 )



財團法人車輛安全審驗中心  
Vehicle Safety Certification Center

### Regulation Structure





### The development and update of motorcycle/moped safety regulations

- 1998- Introduce Vehicle Safety Type Approval System to Taiwan
- 2002- New type of motorcycle/moped under 250 cc to conduct Vehicle Safety Type Approval
- 2003- All of type motorcycle/moped to conduct Vehicle Safety Type Approval
- 2006- Stage 1 technical regulations in Taiwan harmonized with ECE regulations implemented
- 2007- Stage 2 technical regulations in Taiwan harmonized with ECE regulations implemented
  - Introducing relevant regulations for small-light moped
- 2009- Stage 3 technical regulations in Taiwan harmonized with ECE regulations implemented
- 2010- To cope with the development of electric motorcycle/moped, introduce relevant safety regulations for electric motorcycle/moped .



### Structure of

### “Vehicle Safety Type Approval Management Regulations“

- Chapter 1 General Regulations
  - Definitions
- Chapter 2 Motor vehicle safety type approval
  - Qualifications, documents, procedures and so on
- Chapter 3 Accreditation of Technical Services
  - Qualifications, documents, procedures and so on
- Chapter 4 Verification, Supervision and of administration
- Chapter 5 Supplementary provisions
- Attachment 1 to 3

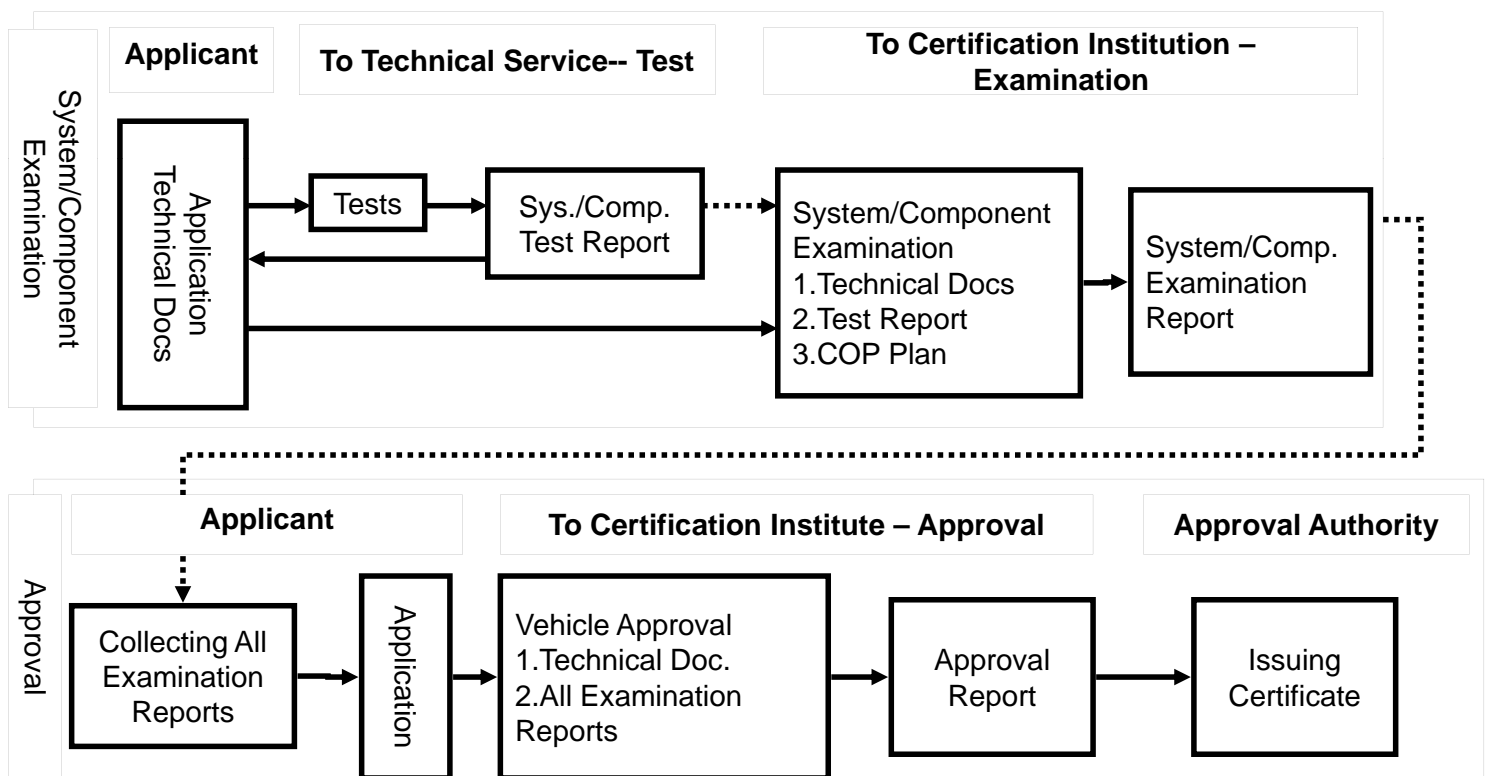
❖ According to Article 3 : The vehicles shall apply for the tests conducted by technical services or certification institution to acquire test reports according to the Vehicle Safety Testing Directions. Then proceed with the application toward Certification Institution and acquire the Vehicle Safety Type Approval Certificate and then apply for registration, inspection and get the new license plate from the Motor Vehicle Office.

## Difference between WVTA and LVSA

	LVSA (Low Volume Safety Approval)	WVTA (Mass Volume)
Qualification	the vehicle importer	the authorized vehicle importer
Vehicle amount of each application case	<= 20 All vehicles shall be of the same type and specifications shall be identical.	No limit
Testing items	Some testing items can be exempted.	All
Report	Test report or Examination report	Examination report
COP	Not required	Required when applying for examination report.
On-site surveillance check for vehicle quantity and specification	Required	Not required

5

## Certificate Issuing Procedures (WVTA)



6



# Vehicle Safety Type Approval System (6)

- From October 1998, vehicle safety type approval system was brought into force, the large vehicle firstly have to meet this system, and gradually expand its category symbols and testing regulations year by year, in 2004, all of category symbols were included.
- In matching with APEC Action Plan, from 2006, Vehicle Safety Testing Direction harmonize with ECE regulation by category symbols and stage, and currently there are 48 ECE regulations were announced and implemented in Taiwan.

The basic dimensions of vehicle by paper examination that focus on vehicle registration information and driver of management

Refer to foreign examination system, each category symbols are gradually including with Vehicle Safety Type Approval Management Regulations separately

1998.10

In following with APEC Action Plan, Testing Direction harmonize with ECE regulation

2006.7

7



# Vehicle Safety Type Approval System (7)

Approval Authority



Ministry of Transportation and Communications (MOTC)

Certification Institution

Authorized by MOTC



Technical Services

Accredited by MOTC

## 46 Technical Services (109 witnessed laboratory)

### Domestic institutions:

1. Automotive Research & Testing Center
2. Taiwan Rubber Research & Testing Center
3. Hi Safe Technologies Co., Ltd.
4. KINGDOM Vehicle Inspection co.

...

### Foreign institutions:

1. ATLAS Material Testing Technology GmbH (Germany)
2. AIB-Vinçotte International n.v. (Belgium)
3. KEMA Quality B.V. (The Netherlands)
4. Lichttechnisches Institut der Universität Karlsruhe (Germany)
5. Materialprüfungsamt Nordrhein-Westfalen (MPA NRW) (Germany)

...



For detail information, please refer VS CC website

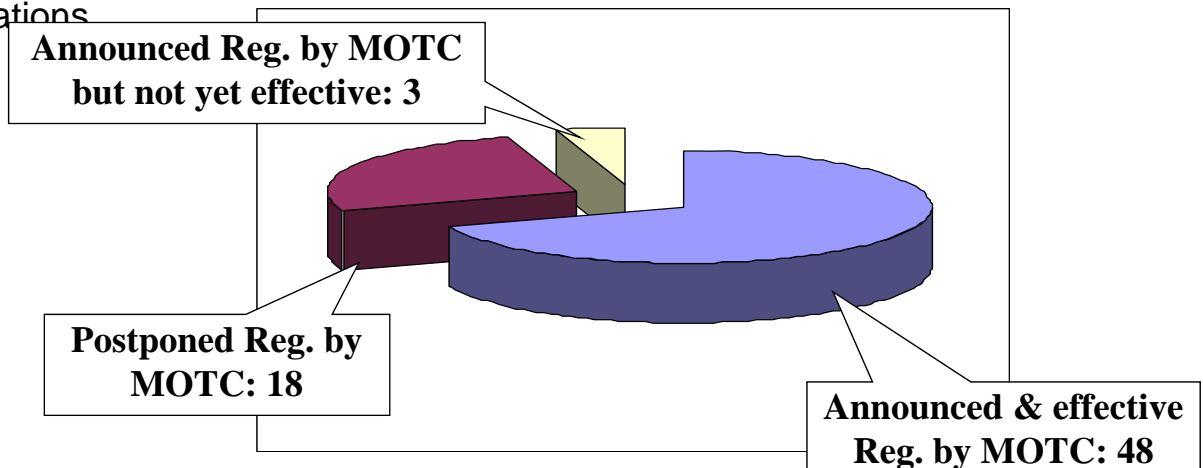
8

# Introduction of Vehicle Safety Testing Directions

9

## Vehicle Safety Testing Regulation ( 1/7 )

- Taiwan has scheduled a plan to implement 66 ECE Regulations in 3 stages: stage 1 ( 2006 ) ,stage 2 ( 2007~2008 ) and stage 3 ( 2009~2012 ) .
  - However, 18 among those scheduled regulations were postponed.
  - So currently, 48 among those scheduled regulations were announced.
  - 3 more regulations were added ( ECE R100, 107 and 123 ) by MOTC afterwards.
- Up to now, Taiwan has already implemented and/or announced 51 ECE Regulations



# Vehicle Safety Testing Regulation ( 2/7 )

## Announced & effective Reg. by MOTC: 48 ( 1/2 )

Effective Reg.	
ECE	Title
3	Retro-reflecting devices
5	Sealed beam headlamps
6	Direction indicators
7	Front and Rear Position Lamps, Stop lamps and End-Outline Marker Lamps
10	EMC
11	Door Latches & Hinges
12	Steering Mechanism
13	Braking
13H	Braking
14	Safety-Belt Anchorage
16	Safety Belts
17	Seats
19	Front Fog Lamps

Effective Reg.	
ECE	Title
23	Reversing Lamps
25	Head Restraints
28	Audible Warning Devices
30	Pneumatic Tires
31	Halogen Sealed Beam Headlamps
36	Construction of Public Service Vehicles
37	Bulbs
38	Rear Fog Lamps
39	Speedometer
43	Safety Glazing Materials
46	Rear-View Mirrors
48	Installation of Lights
50	Lights (Moped, Motorcycle)

11

# Vehicle Safety Testing Regulation ( 3/7 )

## Announced & effective Reg. by MOTC: 48 ( 2/2 )

Effective Reg.	
ECE	Title
52	Construction of small Capacity Public Service Vehicles
53	Installation of Lights (Motorcycle)
54	Pneumatic Tires (commercial vehicle)
55	Mechanical Coupling
60	Driver Operated Controls
66	Strength of Super Structure
74	Installation of light ( moped )
77	Parking Lamps
78	Braking (Category L)
79	Steering Equipment
80	Seats of Large Passenger Vehicle
81	Rear-View Mirrors ( Moped )

Effective Reg.	
ECE	Title
91	Side-Marker Lamps
94	Frontal collision protection
95	Side collision Protection
98	Gas-Discharge Headlamps
99	Gas-Discharge Light Sources
104	Retro-Reflective Markings for heavy and long Vehicles
107	M2 or M3 Vehicles with Regard to Their General Construction
112	Headlamps ( with a Asymmetrical Passing Beam
113	Headlamps ( with a Symmetrical Passing Beam )
123	AFS

12



# Vehicle Safety Testing Regulation ( 4/7 )

## Announced Reg. by MOTC but not yet effective: 3

Announced Reg. by MOTC but not yet effective:3	
ECE	Title
75	Pneumatic Tires ( moped, motorcycle )
100	Electric Power Train
34	Tank

13

# Vehicle Safety Testing Regulation ( 5/7 )

	ECE for M2/M3/N2/N3/O3/O4		ECE for M1/N1/O1/O2		ECE for L1/L3		Total
2004	R36, 52	2					2
2006	R3, 6, 7, 16, 19, 23, 28, 30, 37, 43, 48, 54, 77, 91, 98, 99, 104	17	R3, 6, 7, 16, 19, 23, 28, 30, 37, 39, 43, 54, 77, 91, 98, 99, 104	17	R39, 53, 60, 74, 81, 98, 99	7	22
2007					R19, 28, 78	3	3
2008	R5, 13, 14, 17, 25, 31, 38, 39, 66, 79, 80, 112, 113	13	R5, 11, 12, 13, 13h, 14, 17, 25, 31, 38, 48, 79, 94, 95, 112, 113	16			17
2009					R3, 37, 50, 112, 113, 38	6	1
2011	R46, 10, 123, 55, 34	5	R46, 10, 123, 34	4	R10,	1	5
2013					R75	1	1
2014	R100	1	R100	1			1
		37Announced 1 Drafted		37Announced 1 Drafted		17 Announced 1 Drafted	50/ 1

14

## Vehicle Safety Testing Regulation ( 6/7 )

### ■ New Technical Regulations Using ECE as a basis Drafted in 2012

ECE	Title of Item	Scope and proposed date of implementation			Status
		Large vehicle	Small vehicle	Motorcycle	
107	Specification of open-top single-decker and double-decker buses	To be determined	---	---	Prepared for MOTC discussion
34	Fuel Tank	2014/1/1	2014/1/1	---	1. Announced Reg. by MOTC but not yet effective 2. Metallic and plastic fuel tank shall comply with hydraulic test and overturn test, for M and N.
64	Tyre pressure monitoring system (TPMS)	---	To be determined	---	Under discussion
RE3	Acoustic vehicle alerting system	To be determined	To be determined	To be determined	Under discussion

15

## Vehicle Safety Testing Regulation ( 7/7 )

### ■ New Technical Regulations for Taiwan only Drafted in 2012

ECE	Title of Item	Scope and proposed date of implementation			Status
		Large vehicle	Small vehicle	Motorcycle	
---	Forward collision warning system (FCWS)	To be determined	---	---	Under discussion
---	Driving vision assist system	To be determined	---	---	Under discussion

16

Thank you for your attention

17

## Large passenger vehicle without a roof



**Background:** To introduce large passenger vehicle without a roof (single-decker and double-decker buses) into Taiwan for sightseeing.

**Objective:** To carry passengers for sightseeing at specific route.

**Scope:** This Regulation applies to M2 and M3.

**Testing Criteria :** The body specifications of vehicle refer to ECE R107 Annex 3 and EEC 2002/7/EC .



18

# Tank



**Background:** According to MOTC's schedule to implement ECE R34.

**Objective:** To improve the structure of fuel tank for vehicle safety

**Scope:** This Regulation applies to categories M and N.

**Testing Criteria :** Metallic and plastic fuel tank shall comply with hydraulic test and overturn test and so forth of safety regulation.



# Tyre pressure monitoring system (TPMS)



**Background:** Due to flat tire could cause car accident.

**Objective:** To monitor the pressure of tires for vehicle safety.

**Scope:** This Regulation applies to M1, N1.

**Testing Criteria :** Tyre pressure monitoring system of M1 and N1 refer to ECE R64 Temporary-use spare wheels/tyres and run flat tires



# Acoustic Vehicle Alerting System (AVAS)

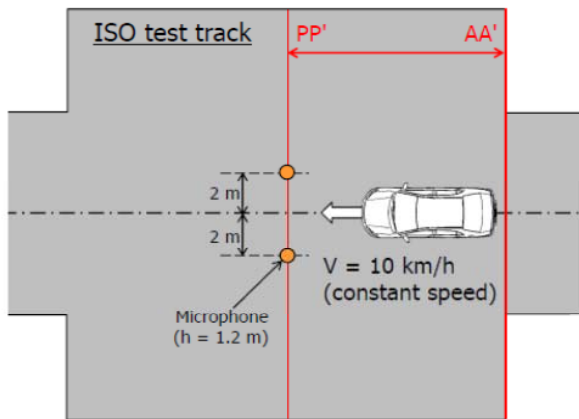


**Background:** Due to pedestrians and vulnerable road users might be hit by soundless electric vehicle.

**Objective:** To inform pedestrians and vulnerable road users that electric vehicle is coming for vehicle safety.

**Scope:** This Regulation applies to electric vehicle of L, M and N.

**Testing Criteria :**The regulation of AVAS refer to ECE RE3 Annex 2 and GTR QREV and so on.



# Forward collision warning system (FCWS)



**Background:** To reduce the rate of vehicle collision.

**Objective:** Monitoring the roadway in front of the host vehicle and warn the driver when a potential collision risk exists.

**Scope:** This Regulation applies to M2 and M3.

**Testing Criteria :** Forward collision warning system refer to ISO 15623 and NHTSA Technical Report DOT HS 808 964 August 1999 Table 3 and so on.



Speed (km/h)	Collision warning distance
60	20 m
70	23 m
80	26 m
90	30 m
100	33 m



# Driving vision assist system



**Background:** Due to driving vision around vehicle is insufficient for large vehicle.

**Objective:** To provide extra driving vision around vehicle for driver to reduce the rate of car accident.

**Scope:** This Regulation applies to M2 and M3.

**Testing Criteria :**Cameras shall be install on both side of vehicle and the installed area, in-vehicle display monitor were also required.





## Panel Discussion: Part II

ASEAN 19 items and the examination  
of the optimally unified vehicle type  
approval system in ASEAN region

Coordinator: Mr. Shigeo Yoshizawa (Japan)

Panelists:

Japan, Malaysia, Thailand, Indonesia,  
Vietnam, Philippines, Singapore

# Certification under the 1958 Agreement

The 3<sup>rd</sup> Public and Private Joint Forum in Asian Region

4-5 December 2012

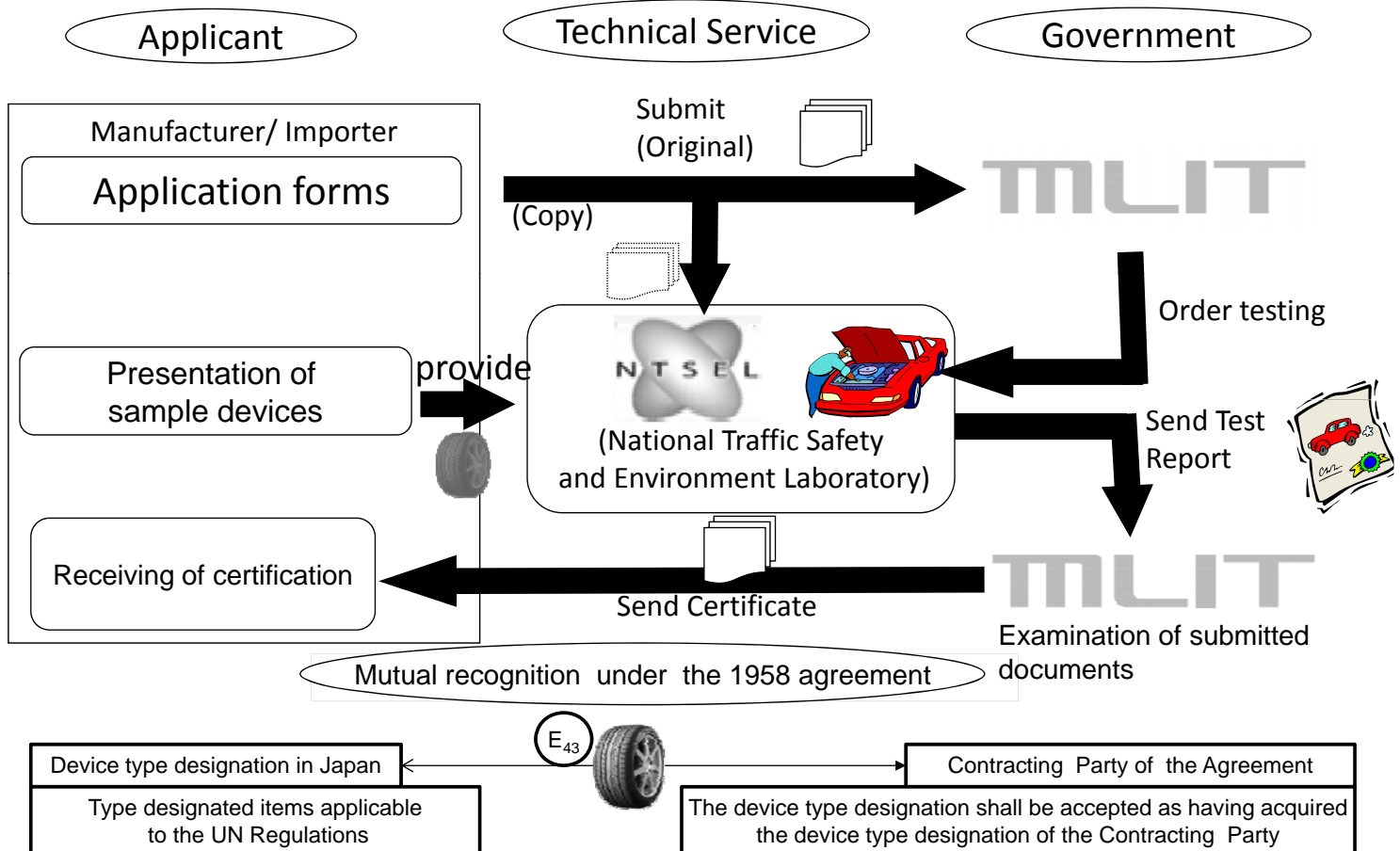
**Takao ONODA**

*Director, International Affairs Office,  
Engineering Policy Division,  
Road Transport Bureau*

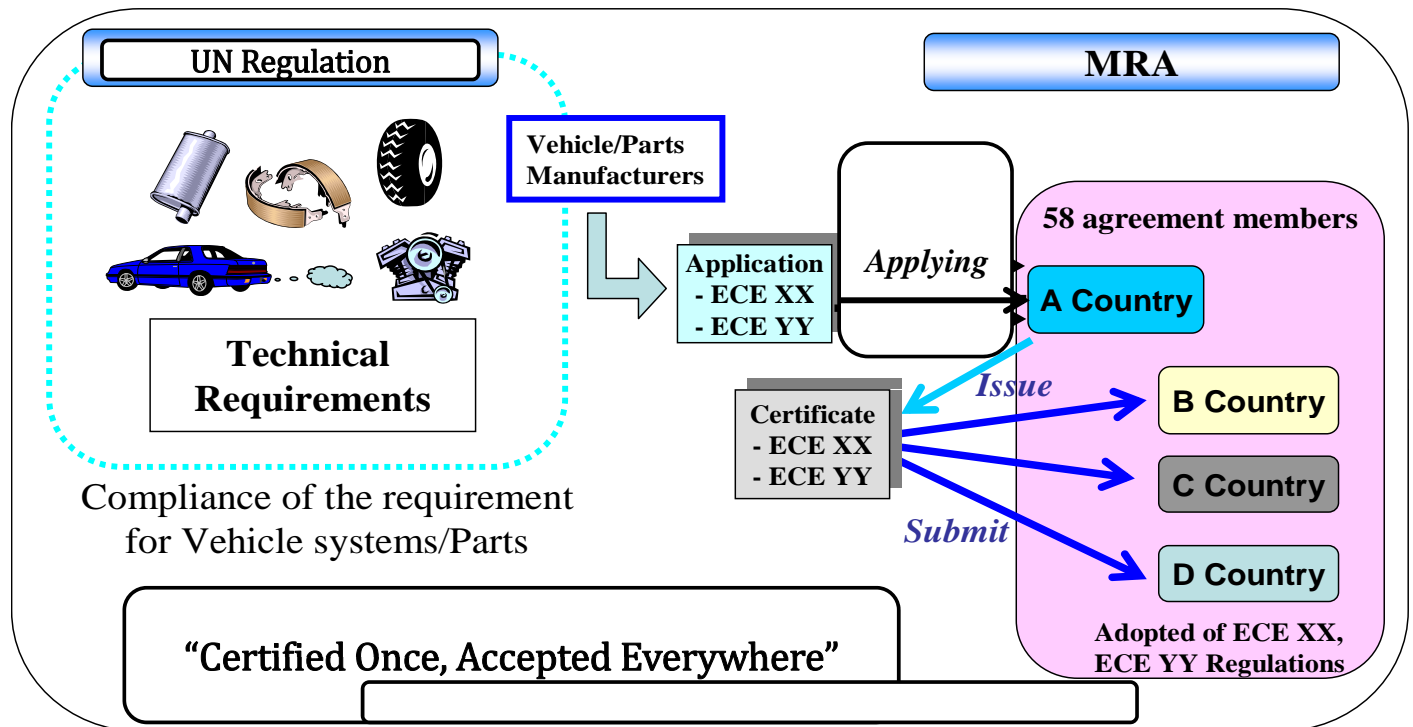


Ministry of Land, Infrastructure, Transport and Tourism

## Proceedings of Type Designation for Devices in Japan







Possible to simplify certification procedure among the contracting countries

Comparing of Test Report and Certification under the 1958 Agreement

	<b>Test Report</b>	<b>Certificate under the 1958 Agreement</b>
Issuing institution	Technical Service	Government
Validity	Only tested device	Devices comply with UN Regulation
Conformity Of Production	Not verified	Verified by an Approval Authority
In case of finding that certain devices do not conform to the approved types	—	The Contracting Party which issued the approval shall take the necessary steps to bring the products 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 necessary, the withdrawal of approval.
Dispute	—	Any dispute which is not settled by negotiation shall be submitted to arbitration if any one of the Contracting Parties in dispute so requests and shall be referred accordingly to one or more arbitrators selected by agreement between the Parties in dispute.

**Thank you for your attention!**





BRIEFING OF  
ASEAN MUTUAL RECOGNITION  
ARRANGEMENT (MRA)  
(PANEL DISCUSSION 2)

AUTOMOTIVE ENGINEERING DIVISION  
ROAD TRANSPORT DEPARTMENT OF MALAYSIA

1

## OUTLINE

- 1) ASEAN Consultative Committee on Standards and Quality (ACCSQ)
- 2) Automotive Product Working Group (Activities and update)





## Harmonization of Standards on priority sectors

- ☐ Agro-based products (prepared foodstuff)
- ☐ Healthcare products (Cosmetics, Medical Device, Pharmaceutical)
- ☐ Rubber-based
- ☐ Electrical and Electronic
- ☐ Traditional Medicine and Health Supplement
- ☐ Wood based products
- ☐ **Automotive**

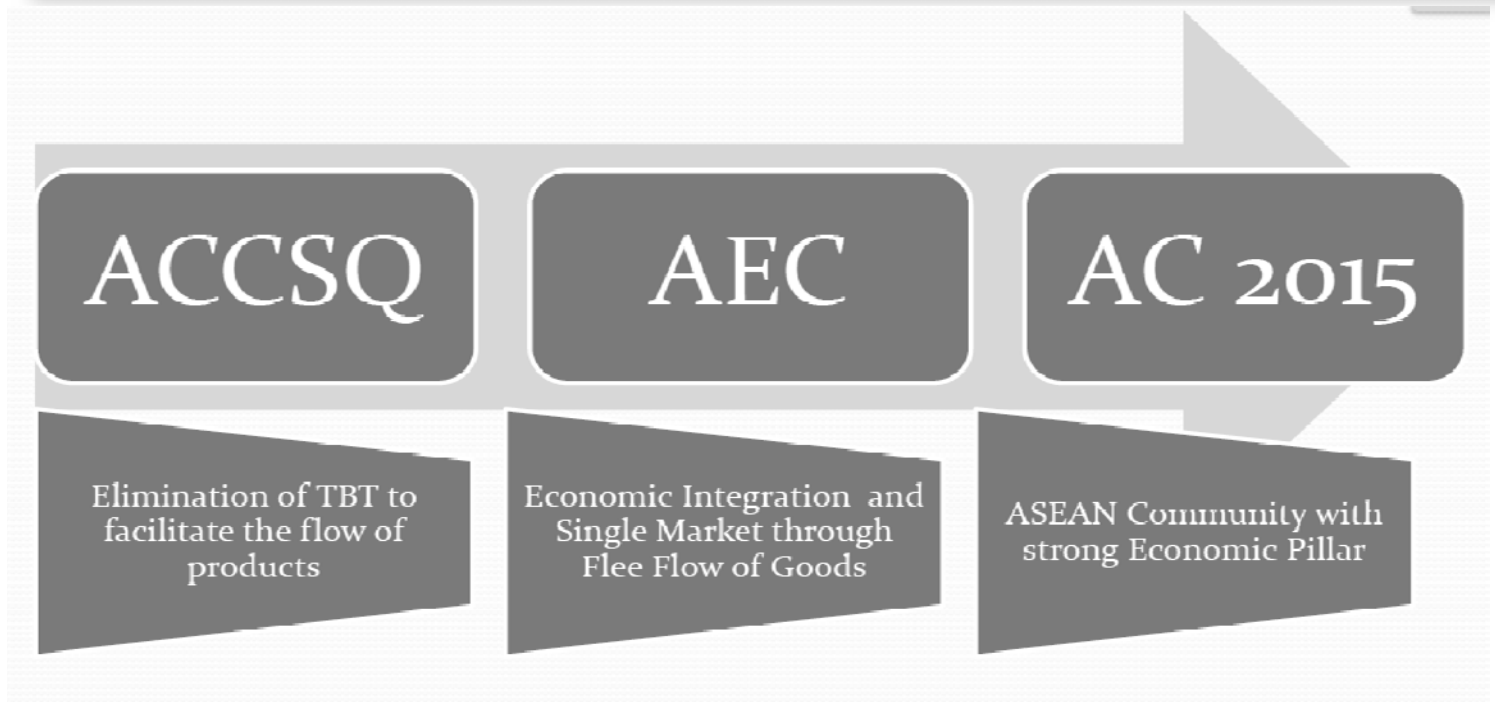
3



## Implementation of MRAs

- ☐ ASEAN Framework Agreement on MRAs (1998)
- ☐ ASEAN Sectoral MRA for Electrical and Electronic Equipment (2002)
- ☐ ASEAN MRA of Product Registration Approval for Cosmetics (2003)  
*(MRA is Schedule A of the ASEAN Harmonized Cosmetics Regulatory Scheme)*
- ☐ ASEAN Sectoral MRA for GMP Inspection of Manufacturers for Medicinal Products (2009)
  
- ☐ **MRAs under Development**
- ☐ ASEAN MRA on Type Approval for Automotive Product.

4



## AUTOMOTIVE PRODUCT WORKING GROUP



- ❑ APWG is created to eliminate TBT and facilitate trade in the Automotive sector.
- ❑ Elimination of Technical Barriers to Trade through:
  - ❑ harmonization of standards, technical requirements and regulations.
  - ❑ Recognition of Conformity Assessment Results through Mutual Recognition Arrangements (MRA)
  - ❑ Common regulatory regime (Regulations, procedures)

# AUTOMOTIVE PRODUCT WORKING GROUP



## 1. Harmonization of standards based on UN regulations.

- ☐ 19 UN regulations for immediate harmonisation
- ☐ Define technical requirements of the regulations
- ☐ Identify series of UN regulations

## 2. Harmonization of Motor Vehicle classification

- ☐ Identify UN classification and definition on power driven vehicles and trailers. (M1, N1 and L)
- ☐ Cross referencing with national laws

## 3. Fuel properties and emission regulations, certification procedures and safety regulations

- ☐ Initial activity has commenced in this area

7

# LIST OF 19 UN REGULATIONS (UP TO DATE)



No.	Automotive Product	UNECE Regulation	UNECE Series
1	Braking System	R13	11
2	Braking System (Passenger Car)	R13H	00
3	Seat belt anchorage	R14	06
4	Seat belt	R16	06
5	Seats	R17	07
6	Head Restraints	R25	04
7	Pneumatic tyre – passenger	R30	02
8	Speedometer	R39	00
9	Exhaust Emission (L category)	R40	01
10	Noise emission (L category)	R41	03
11	Safety glass	R43	00*
12	Rear View Mirror	R46	02
13	Exhaust Emission	R49	05
14	Noise emission	R51	02
15	Pneumatic tyre – commercial	R54	00
16	Driver Operated Control (L Category)	R60	01
17	Tyre (L category)	R75	00
18	Steering Equipment	R79	01
19	Exhaust Emission	R83	05

8

# CHALLENGES

1. To harmonize unique requirements among ASEAN Member States for the identified UN Regulations ;
2. To understand in details the technical requirements for each regulation ;
3. To establish the regional testing facilities ;
4. To establish the regional expertise in ASEAN Government and Industry.



THANK YOU



# **Policy for ASEAN 19 items and optimal VTA in ASEAN Region**

**Thailand  
5<sup>th</sup> December 2012**



## **Thailand Government Policy on ASEAN MRA**

- ❖ **Thai government supports the establishment of ASEAN MRA in order to facilitate trade and certification activities among ASEAN countries in year 2015.**
- ❖ **ASEAN MRA scope on products produced and marketed in ASEAN to support local makers.**
- ❖ **Accept the use of technical service and testing facility outside ASEAN.**
- ❖ **Thai government may not enforce all 19 UN Regulations by 2015 but they will accept the “Test Report” of 19 UN Regulations.**
- ❖ **Regulations under ASEAN MRA will be acceptable as alternative to national regulations.**





## Regulatory body of 19 UN-R of ASEAN MRA

- ❖ **TISI : 3 mandatory standards**
  - 1) Emission (UN R40, R83 and R49)
  - 2) Safety Belt (UN R16- component only)
  - 3) Safety Glass (UN R43- component only)
- ❖ **DLT : Plan to enforce the rest of UN-Regulations;**
  - 1) Safety belt (UN R16- Installation only)
  - 2) Safety Glass (UN R43- Installation only)
  - 3) Others; Brake (UN R13 and R13H), Seatbelt Anchorage (UN R14), Seat (UN R17), Head Restraints (UN R25), Tire (UN R30, R54 and R75), Speedometer (UN R39), Noise (UN R41 and UN R51), Rear view mirror (UN R46), Driver operated control (UN R60) and Steering (UN R79)



## Policy on 19 UN-R of ASEAN MRA

- 1) **Thai Government will accept “Test report” or “Certificate with Test Report” of ASEAN MRA**
- ❖ **TISI :**
    - ❖ To compare “Test report” under ASEAN MRA with TISI standard to issue TISI certificate
    - ❖ TIS Mark and COP are required
  - ❖ **DLT :**
    - ❖ To accept “Test report” under ASEAN MRA as alternative of DLT regulation and issue DLT certificate
    - ❖ No DLT Marking but COP is required
    - ❖ DLT also accept the Test Report from Technical service under WP29



## **Policy on 19 UN-R of ASEAN MRA**

- 2) Acceptance of later/latest version of UN-Regulation under ASEAN MRA**
  - ❖ **TISI :**
    - ❖ **By current law, TISI cannot accept the later/latest version of UN-Regulation.**
  - ❖ **DLT :**
    - ❖ **Accept “Test Report” of later/latest version of UN-Regulation as alternative of DLT regulation**
- 3) Considering “Worst case selection” for testing in accordance with EU practice.**
  - ❖ **TISI and DLT have no objection**



**Thank you**



# Report-2

## JICA Philippine Project

Mr. Arnel R. Manresa

Chief of Road Transport Planning Division,  
DOTC



# Report-3

## China and India Forum in 2012, and their Country Report

China and India



# Report-3

## Expert Meetings in 2012 and plan for 2013

Mr. Hiroshi Morita  
Director,  
Japan Automobile Standards  
Internationalization Center (JASIC)

Public and Private Joint Forum

**Report of the 2012 JASIC  
Asia Expert Meetings  
and its plan for 2013~**

5 December, 2012

Hiroshi MORITA



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

---

**Concept of the Expert meetings**

***Under the JASIC P/P Forum,***

- ◆ To improve the understanding of the 1958 Agreement and the UN Regulations by the Asian countries.
- ◆ To strengthen the cooperation among Asian countries.

# Expert Meeting

## Purpose

To understand UN Regulations and improve the knowledge, skills, methods also the certification system, COP practically through the whole vehicle approval systems under the 1958 Agreement.

## Process



P/P Forum

②

Request UN-items



Arrange Experts and dispatch them to the country to carry out the Expert Meeting



③



## History

- 2003: 01. Thailand \*Lamp
- 2005: 02. Indonesia \*1958 Agree.
- 2005: 03. Thailand \*Brake
- 2006: 04. Philippines \*1958 Agree.
- 2006: 05. Hong Kong \*Approval
- 2006: 06. Thailand \*Belt, Seat etc.
- 2007: 07. Philippines \*Admin.
- 2007: 08. Indonesia \*Accession, ECE
- 2007: 09. Vietnam \*1958 Agree.
- 2007: 10. India \*Approval, MRA
- 2007: 11. Indonesia \*Noise
- 2008: 12. Thailand \*HL, Brake
- 2008: 13. Indonesia \*Glass
- 2008: 14. Thailand \*Noise, OBD
- 2008: 15. Malaysia \*Belt, Seat etc.

- 2009: 17. Philippines \*Approval etc.
- 2009: 18. Philippines \*Belt, Tyre
- 2009: 19. Malaysia \*MRA, Lamp
- 2009: 20. Vietnam \*Glass
- 2009: 21. Philippines \*Noise, Glass
- 2010: 22. Vietnam \*Emission, Tyre
- 2010: 23. Malaysia \*Brake
- 2010: 24. Indonesia \*Brake
- 2011: 25. Thailand \*Steering
- 2011: 26. China \*EMC
- 2011: 27. Philippines \*Tyre, AWD
- 2011: 28. Vietnam \*Head lamp
- 2011: 29. Malaysia \*Protection of Occupants
- 2012: 30. Malaysia \*EV, Exhaust Emission
- 2012: 31. Vietnam \*Prevention of Fire Risks and Recall

Each requested country arrange the venue and collect the audiences



EX Meeting13

## Expert meetings in 2012

	<i>Organization</i>	<i>Timing</i>	<i>Theme</i>
30 <sup>th</sup>	Malaysia	July	R100 (Electric Power Train) , R40, R83 (Exhaust Emission)
31 <sup>st</sup>	Vietnam	August	R34 (Prevention of Fire Risks) , Recall
32 <sup>nd</sup>	Thailand	August	R80 (Seat-Large Passenger Vehicle) , R117 (Tyres with regard to rolling sound emissions)

# 30<sup>th</sup> Expert meeting in Malaysia



# 31<sup>st</sup> Expert meeting in Vietnam





# 32<sup>nd</sup> Expert meeting in Thailand



## Trend in 2012

1. Decrease of the number of countries requesting Expert Meeting.
  - Indonesia and Philippines didn't hold Expert Meeting this year.
  - Affected by each countries projects(Indonesia , Malaysia, Philippines)?
  - R41,R51 (Noise) Malaysia planed theme for Expert Meeting were lectured in Malaysia project.
2. Increase of the countries requesting for Electric Vehicle.
  - Malaysia held Expert Meeting for EV this year.
  - APWG-WS on EV(R100,R12,R94,R95) was also held in April and September.
  - Vietnam and Thailand plan Expert Meetings for EV after 2013.

## Future plan for Expert meetings(1)

<i>Organization</i>	<i>Timing</i>	<i>Theme</i>
<b>Vietnam</b>	<b>2013</b>	<b>R100(Electric Vehicle)</b>
<b>Malaysia</b>	<b>2013</b>	<b>R58(Rear Underrun Protection), R73(Lateral Protection), R93(Front Underrun Protection), R107(Bus general Construction)</b>
<b>Philippines</b>	<b>2013</b>	<b>R39(Speed meter), R60(Driver Operated Cont)</b>
<b>Thailand</b>	<b>2013</b>	<b>R30, R54 (Pneumatic tyre), R39(Speed meter), R46(Rear View Mirror), R60(Driver Operated Cont) R85, R94/R95,R100(EV safety and environmental aspects)</b>

## Future plan for Expert meetings (2)

<i>Organization</i>	<i>Timing</i>	<i>Theme</i>
<b>Vietnam</b>	<b>2014</b>	<b>Recycle and motorcycle emission</b>
<b>Malaysia</b>	<b>2014</b>	<b>R10(Electromagnetic Compatibility) R34(Prevention of fire risk)</b>
<b>Thailand</b>	<b>2014</b>	<b>R87 (Daytime Running Lamps) R123 (AFS)</b>
<b>Malaysia</b>	<b>2015</b>	<b>R21 (Interior Fitting ) R26 (External Projection) R55 (Mechanical Coupling)</b>
<b>Thailand</b>	<b>2015</b>	<b>R12 (Steering Mechanism) R94 (frontal collision ) R95 (lateral collision)</b>

***Thank you for your attention***



## Wrap Up

Mr. Takao Onoda,  
Director, International Affairs Office,  
Engineering Policy Division,  
Road Transport Bureau, Ministry of Land,  
Infrastructure, Transport and Tourism(MLIT),  
Japan



# Closing Address

**Atty. Alfonso V. Tan, Jr.**  
**Executive Director, LTO, Philippines**



# Memo



# Minutes



# Evaluation



**Attendee Survey**  
**The 3<sup>rd</sup> Public and Private Joint Forum in Asian region**  
**- The 17<sup>th</sup> JASIC ASIA GOVERNMENT/ INDUSTRY MEETING -**  
**Dec. 4 - 6, 2012**

Thank you for your participating in "the 3<sup>rd</sup> Public and Private Joint Forum in Asian region" in Indonesia. We would highly appreciate if you take a few minutes to answer the following questions.

Name: \_\_\_\_\_

Organization: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Country (Economy): \_\_\_\_\_

**1. As for the theme of 6th series of P/P Joint Forum, "Developing infrastructure in each country to realize mutual recognition of Whole Vehicle Type Approvals under UN Reguration framework with the regulations annexed to the 1958 Agreement"**

- interesting                       not so much of my interests

**--- Day 1 ---**

**2. As for the contents throughout Day 1**

- easy                       adequate                       difficult

**3. Please evaluate length of time allocated each item.**

- |                     |                                   |                                 |                                    |
|---------------------|-----------------------------------|---------------------------------|------------------------------------|
| Speech              | <input type="checkbox"/> too long | <input type="checkbox"/> enough | <input type="checkbox"/> too short |
| Presentation        | <input type="checkbox"/> too long | <input type="checkbox"/> enough | <input type="checkbox"/> too short |
| Panel Discussion-1  | <input type="checkbox"/> too long | <input type="checkbox"/> enough | <input type="checkbox"/> too short |
| Question and Answer | <input type="checkbox"/> too long | <input type="checkbox"/> enough | <input type="checkbox"/> too short |

**4. Please write any questions and/or comments at this meeting (Day 1), if you have.**

---

---

---

---

---

**--- Day 2 ---**

**1. As for the contents throughout Day 2**

easy                       enough                       difficult

**2. Please evaluate length of time allocated each item.**

Reports	<input type="checkbox"/> too long	<input type="checkbox"/> enough	<input type="checkbox"/> too short
Presentation	<input type="checkbox"/> too long	<input type="checkbox"/> enough	<input type="checkbox"/> too short
Panel Discussion-2	<input type="checkbox"/> too long	<input type="checkbox"/> enough	<input type="checkbox"/> too short
Question and Answer	<input type="checkbox"/> too long	<input type="checkbox"/> enough	<input type="checkbox"/> too short

**3. Please provide any comments and/or questions at this meeting (Day 2), if you have.**

---

---

---

---

---

**---As for the P/P Joint Forum in the future ---**

**1. Please provide any additional comments on activity of P/P Joint Forum in the future, if you have.**

---

---

---

**2. How to receive" Forum document /file.?"**

**Which would you prefer?**

Paper(present style)                       Download form JASIC' Website.

**3. Would you like to participate in the next P/P Joint Forum?**

Yes                       No

**4. For ones who answer No;**

**What is the reason why you do not want to participate?**

---

---

---

**5. Other**

**Please write comments and/or questions concerning this meeting.**

---

---

---

Thank you very much for your cooperation.