
***The 41st Asia Expert Meeting on UN Regulations Related to;
The 1958 Agreement***

Date : September 11th, 2015 (FRI)
Place : Ministry of Public Works and Transport Meeting's room, Vientiane

	Registration
13:00 -13:10	Opening Address : from
13:10 –13:15	Message : from JASIC
13:15 - 13:45	Introduction of JASIC and the Outline of WP.29 Activities : from Mr. Ushio UENO Q & A & Discussion
13:45 – 14:15	Basic Outline of the 1958 Agreement : from Ms. Yuki TOBA Q & A & Discussion
14:15 – 14:45	Japan’s experiences on alignment of UN Regulations in national law : from Mr. Takeshi KORENORI Q & A & Discussion
14:45 – 15:00	Break
15:00 - 15:40	Observation of the 1958 Agreement from FAQs : from Mr. Ushio UENO Q & A & Discussion
15:40 - 16:20	General Q & A
16:20 - 16:30	Closing address : from

Expert Meeting

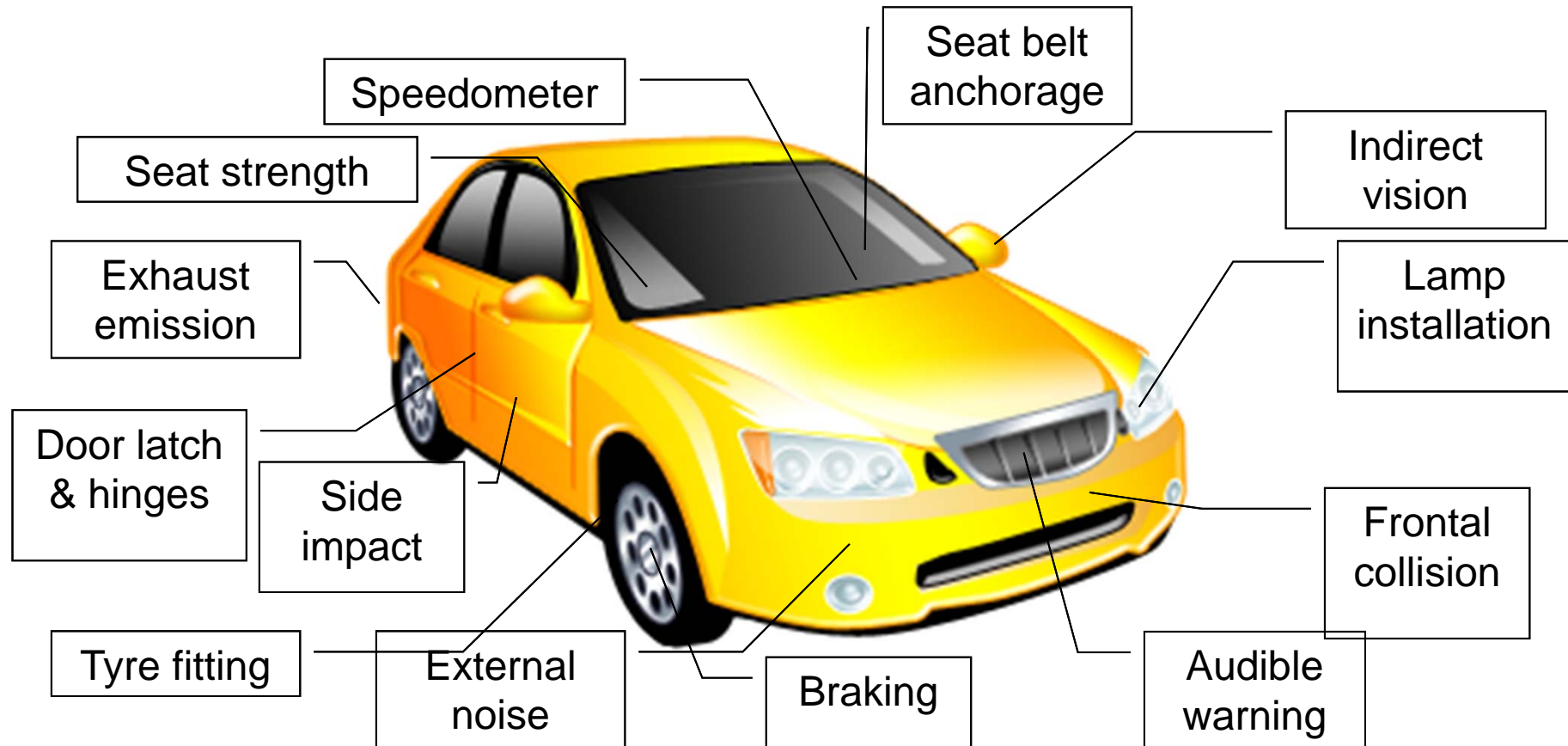
JASIC Activity

September, 2015

Japan Automobile Standards Internationalization Center

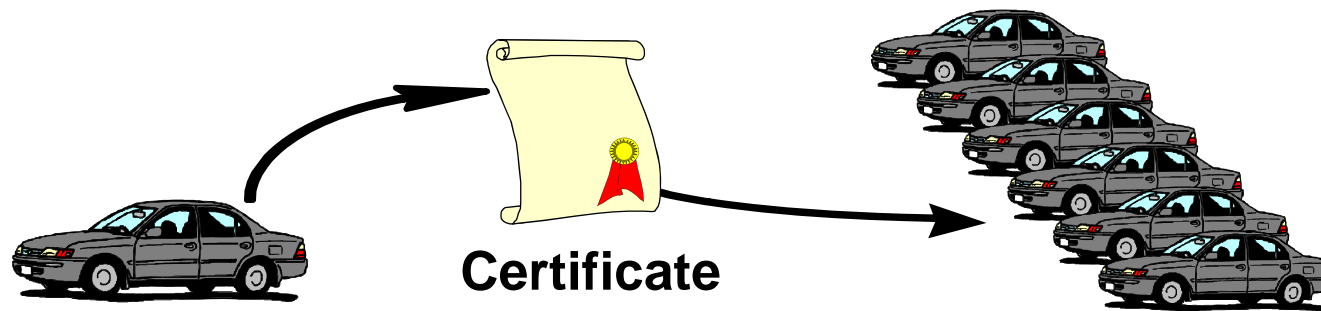


What is Vehicle Regulation and Approval?



What is Type Approval System?

If every newly produced vehicle has to be tested, it is not efficient. Type approval system is to omit the technical tests **once representative vehicle would be tested.**

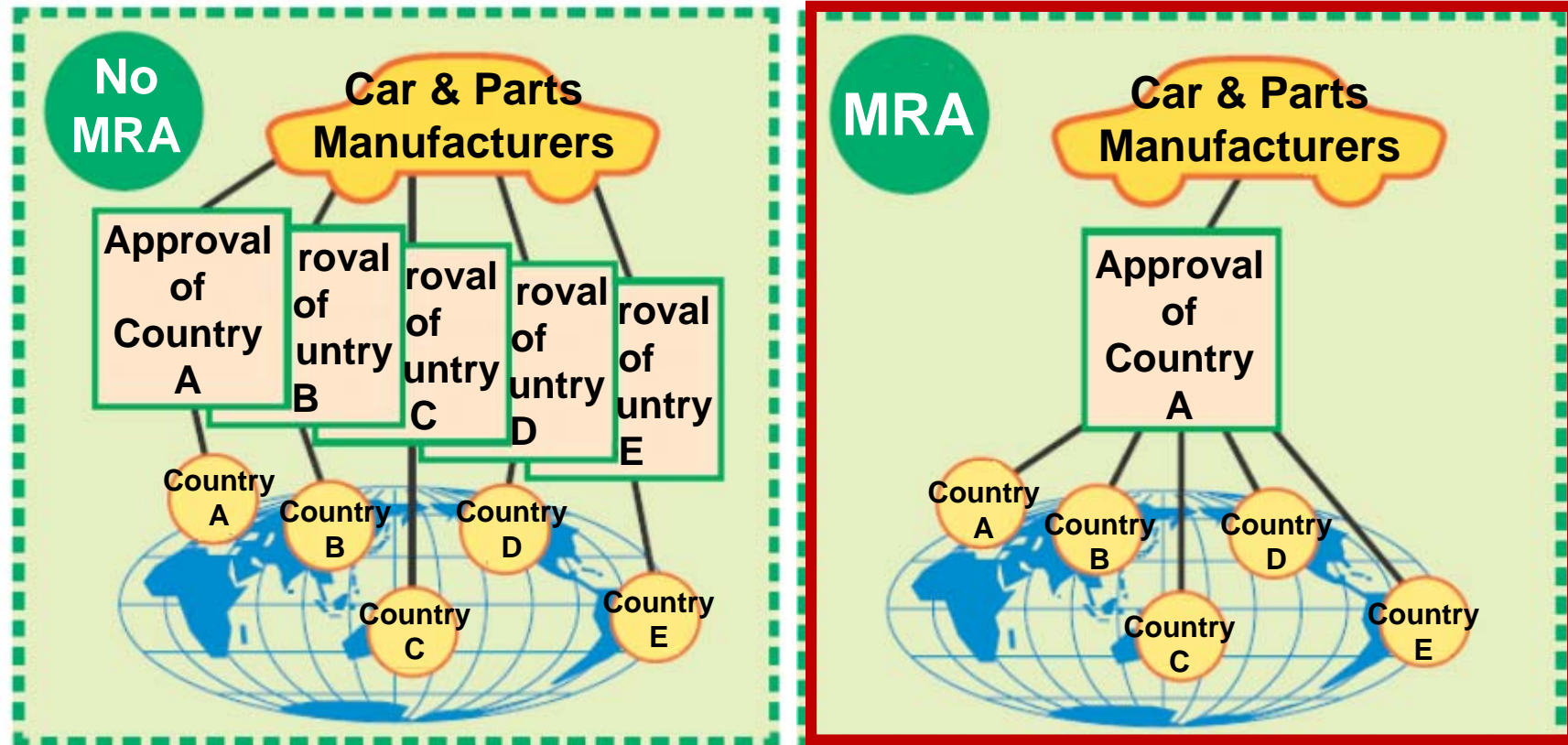


Only Representative vehicle is tested

All the same type of vehicles can omit the tests

What is Mutual Recognition of Approval (MRA)?

Once Approval is issued, that is accepted by other countries.
(Member country **accepts the approval each other.**)



Benefit of Harmonization of Regulation and MRA

Motor Vehicle Users

- Spread of safer and more environmentally-friendly motor vehicles
- - Accessible vehicle prices

**Harmonization
of
Regulations**

**Mutual
Recognition of
Certification**

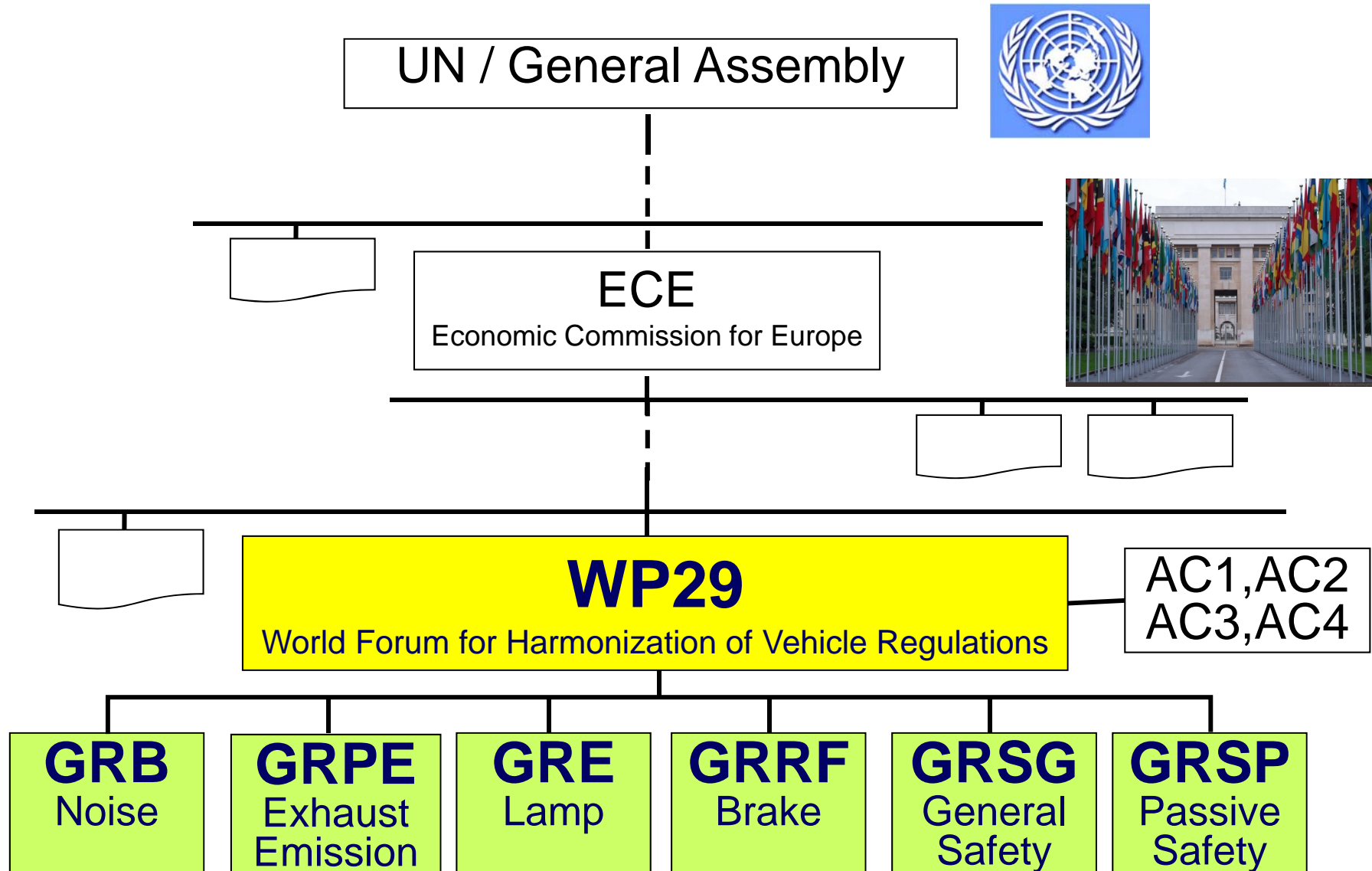
Automakers, etc.

- Unified design specs.
- Reduced certification and production costs
- Global and flexible supply chains
- More resources to the development of safety and environmental technologies

Governments

- More efficient rulemaking process
- Streamlined examination process for certification

What is WP29?



Agreement under WP29

World Forum for Harmonization of Vehicle Regulations (WP29)



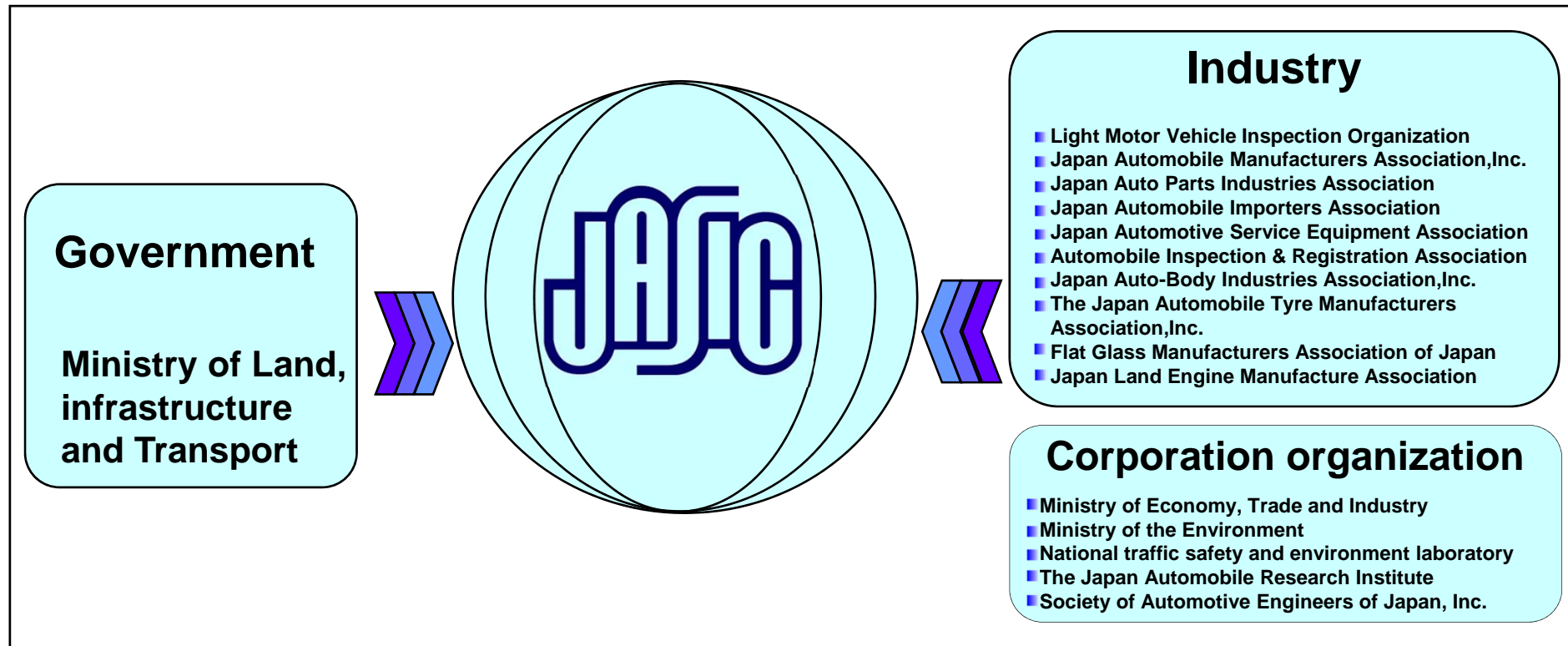
	↓ 1958 Agreement	↓ 1998 Agreement	↓ 1997 Agreement
Administrative committee	WP29/AC1	WP29/AC3	WP29/AC4
Vote	Two-thirds majority	unanimous agreement	Two-thirds majority
Activity	Establish and develop of UN Regulation	Establish and develop of gtr (global technical regulation)	Establish and develop of Inspection item
Contents	<ul style="list-style-type: none"> • Harmonization of Regulation • Mutual Recognition of Approval (MRA) 	<ul style="list-style-type: none"> • Harmonization of Regulation 	/
Output	UN Regulation	Global technical regulation (gtr)	Rule

Join WP29!

- Open to all UN Member States
- Many non-ECE States are already Parties (Japan, Australia, Thailand, Malaysia....)
- Attendance as an Observer is also possible
- No accession fee



What is JASIC?

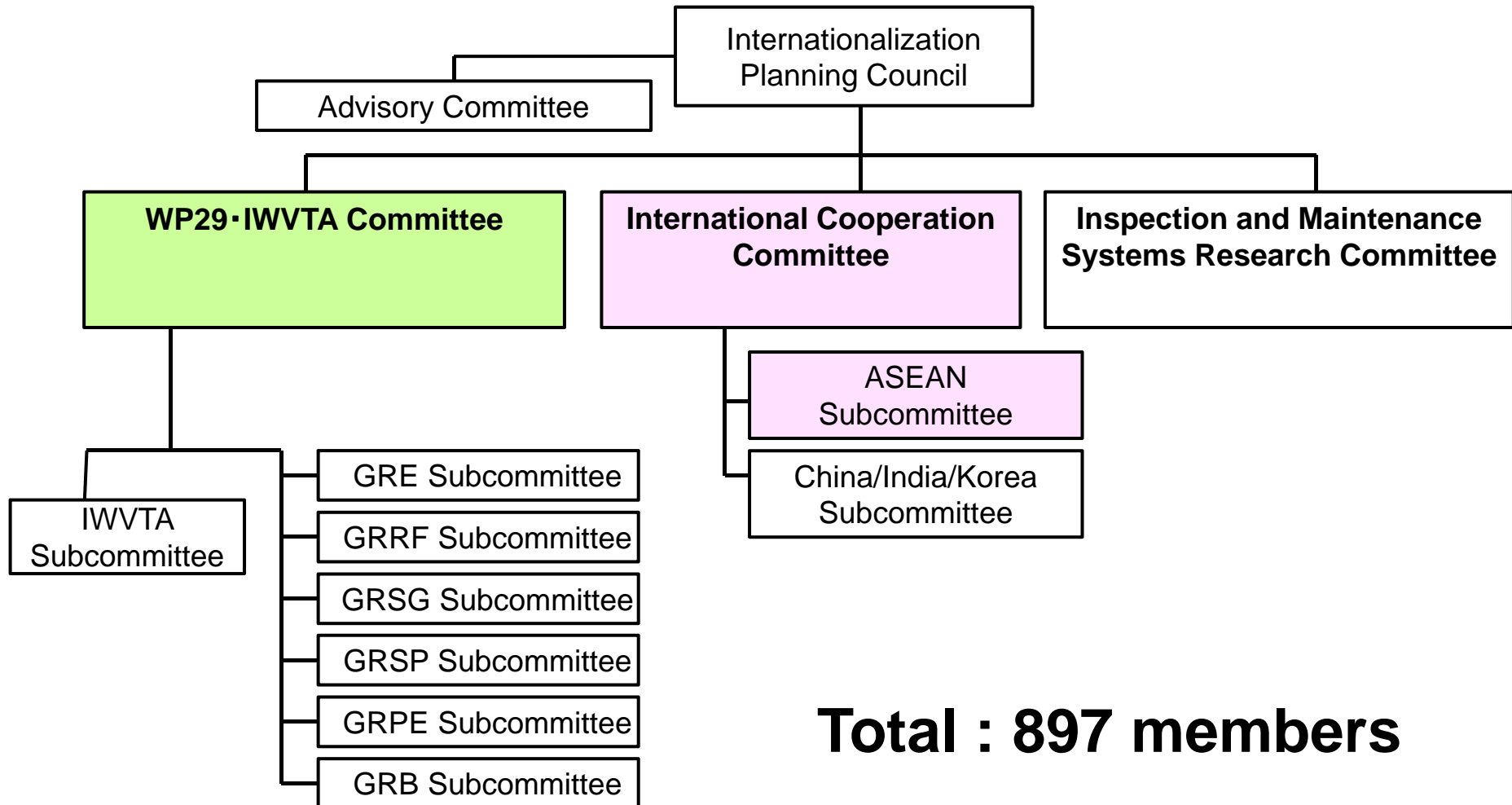


JASIC activities

1. Support making UN Reg. & introduction in Japan

2. Support Reg. Harmonization in Asian countries

JASIC Council and Committees



Total : 897 members

JASIC Secretariat

Head office (Tokyo)

Director General

Director

Admin. Division

Division No.1

Division No.2

Support making UN Reg. & introduction in Japan

Support Reg. Harmonization in Asian countries

Geneva office

Washington office

Jakarta office

Support making UN Reg. & introduction in Japan



In 2014

Number of meetings : 160 times
 Dispatch experts : 60 members
 Intl. meeting in Japan : 2 times
 Technical Reports : 5 items
 UN Reg. adoption : 2 reg.
 UN Reg. Amend : 49 items.



Support Reg. Harmonization in Asian countries

JASIC cooperates with Asian countries for accession to the 1958 Agreement and adoption of UN Regulations by supporting their efforts to better understanding UN regulations.



Japan-ASEAN High level meetings

JASIC Expert meetings

Project of
* METI, JICA, etc.

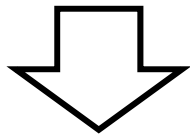
JASIC Public-Private Forum

Forum with ASEAN (planned)



Join WP29!

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- Many non-ECE States are already Parties (Japan, Australia, Thailand, Malaysia....)
- Attendance as an Observer is also possible
- No accession fee



**JASIC is glad support
your participation to
WP29 anytime.**



Basic Outline of the 1958 Agreement

September, 2015

Yuki TOBA

JASIC



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

The official title of the Agreement

“Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the Basis of These Prescriptions”

 in short, **“the 1958 Agreement”**

History

In 1953 Establishment of UN/ECE/WP.29

In 1958 The 1958 Agreement was concluded

In 1959 The 1958 Agreement entered into force

- only the ECE member states to become Contracting Party
- unanimous vote

In 1987 JASIC was established

Since 1977 Japan started participating in WP.29 regularly as observer

In 1990-1994 Discussion of revision of the 1958 Agreement **to make it more global**

- all the UN member states can become Contracting Party
- majority vote of 2/3

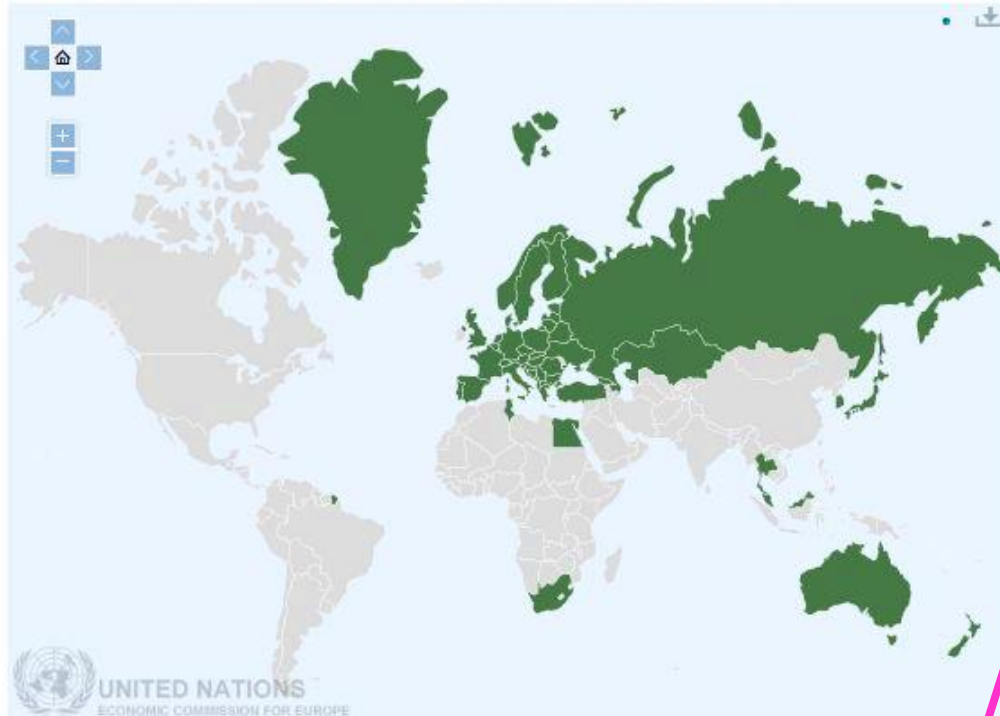
In 1995 The revised 1958 Agreement entered into force

In 1998 Japan acceded to the revised 1958 Agreement
(as the first non-ECE Contracting Party)

In 2000 WP.29 was renamed as **“The World Forum for Harmonization of Vehicle Regulations”**

Contracting Parties to the 1958 Agreement

UN Transport Agreements and Conventions



Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958

49 Contracting Parties:

Albania, Australia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Egypt, Estonia, European Union, Finland, France, Georgia, Germany, Greece, Hungary, Italy, Japan, Kazakhstan, Latvia, Lithuania, Luxembourg, Malaysia, Montenegro, Netherlands, New Zealand, Norway, Poland, Portugal, Republic of Korea, Romania, Russian Federation, Serbia, Slovakia, Slovenia, South Africa, Spain, Sweden, Switzerland, Thailand, the former Yugoslav Republic of Macedonia, Tunisia, Turkey, Ukraine, United Kingdom of Great Britain and Northern Ireland.

**As of Sep. 2015
52 Contracting Parties
including Non-
European countries
below:**

**Japan, Australia,
South Africa, New
Zealand, Republic of
Korea, Malaysia,
Thailand, Tunisia,
Kazakhstan, Egypt
(in order of accession)**

<http://www.unece.org/trans/maps/un-transport-agreements-and-conventions-18.html>

Elements of the 1958 Agreement

1. Development and Amendment of UN Regulations

- ◆ What the UN Regulations have to include

- ◆ How to develop a new UN Regulation

- ◆ How to amend the existing UN Regulation

2. Mutual Recognition of Type Approval

- ◆ The conditions and procedures to achieve MRA

- ◆ The conditions for Conformity of Production (COP)

3. Other administrative procedures regarding the Agreement

Elements of the 1958 Agreement

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3. Other administrative procedures regarding the Agreement

Elements of 1958 Agreement -1

◆ What the UN Regulations have to include

(Article 1 para.2)

The Regulation shall cover the following:

- (a) Wheeled vehicles, equipment or parts concerned;
- (b) Technical requirements, which if necessary may include alternatives;
- (c) Test methods by which any performance requirements are to be demonstrated;
- (d) Conditions for granting type approval and their reciprocal recognition including any approval markings and conditions for ensuring conformity of production.
- (e) The date(s) on which the Regulation enters into force.

Elements of the 1958 Agreement -1 (Cont'd)

◆ How to develop a new UN Regulation

At WP.29 in Geneva

When a draft new regulation is proposed to WP.29

(Appendix 1, Article5)

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

After a new draft Regulation is established

(Article1, para.2)

- The Administrative Committee (A.C.1) communicates to the Secretary-General of the United Nations.

Elements of the 1958 Agreement -1(cont'd)

◆How to develop a new UN Regulation (cont'd)

After a new draft Regulation is established in WP.29

(Article 1, para.2)

-The Secretary-General of UN notify the Regulation to all the Contracting Parties.

-In six months the Contracting Parties can oppose to the draft Regulation

-The Regulation is considered as adopted, unless more than one-third of the Contracting Parties inform the Secretary-General of their disagreement within the six months.

The draft regulation is adopted by two-thirds majority

When a Regulation has been adopted

(Article 1, para.3)

-The Secretary-General notify all the Contracting Parties

-It is specified which Contracting Parties have objected and that the Regulation shall not enter into force to that Contracting Party.

(Article 1, para.4)

-The adopted Regulation shall enter into force on the date(s) specified as a Regulation for all Contracting Parties **for all Contracting Parties which did not oppose to the Regulation.**

Elements of 1958 Agreement -1 (Cont'd)

◆ How to amend the existing UN Regulation ★

At WP.29 in Geneva

When an amendment to the existing UN regulation is proposed to WP.29

(Appendix 1, Article 6)

- Proposed amendments to Regulations shall be put to the vote
- Each Contracting Party to the Agreement applying the Regulation shall have one vote
- A quorum of not less than half of the Contracting Parties applying the Regulation is required
 - *the regional economic integration organizations, being Contracting Parties to the Agreement, vote with the number of votes of their Member States
- Draft Amendments to Regulations shall be established by a two-thirds majority of those present and voting**

After a draft Amendment to Regulation is established

(Article 12, para.1)

- The Administrative Committee (A.C.1) communicates to the Secretary-General of the United Nations.

Elements of 1958 Agreement -1 (Cont'd)

◆ How to amend the existing UN Regulation ★

After a draft Amendment to a Regulation is established in WP.29

(Article 12, para.1 and 2)

-The Secretary-General notify the Regulation to the Contracting Parties applying the Regulation

-**An amendment to a Regulation is considered and adopted** unless more than one-third of the Contracting Parties applying that Regulation inform the Secretary-General of their disagreement with the amendment within six months from the notification

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

The draft amendment to a Regulation is adopted by two-thirds majority of Contracting Parties applying the Regulation

Elements of the 1958 Agreement -1 (Cont'd)

◆ How to amend the existing UN Regulation (additional provision)

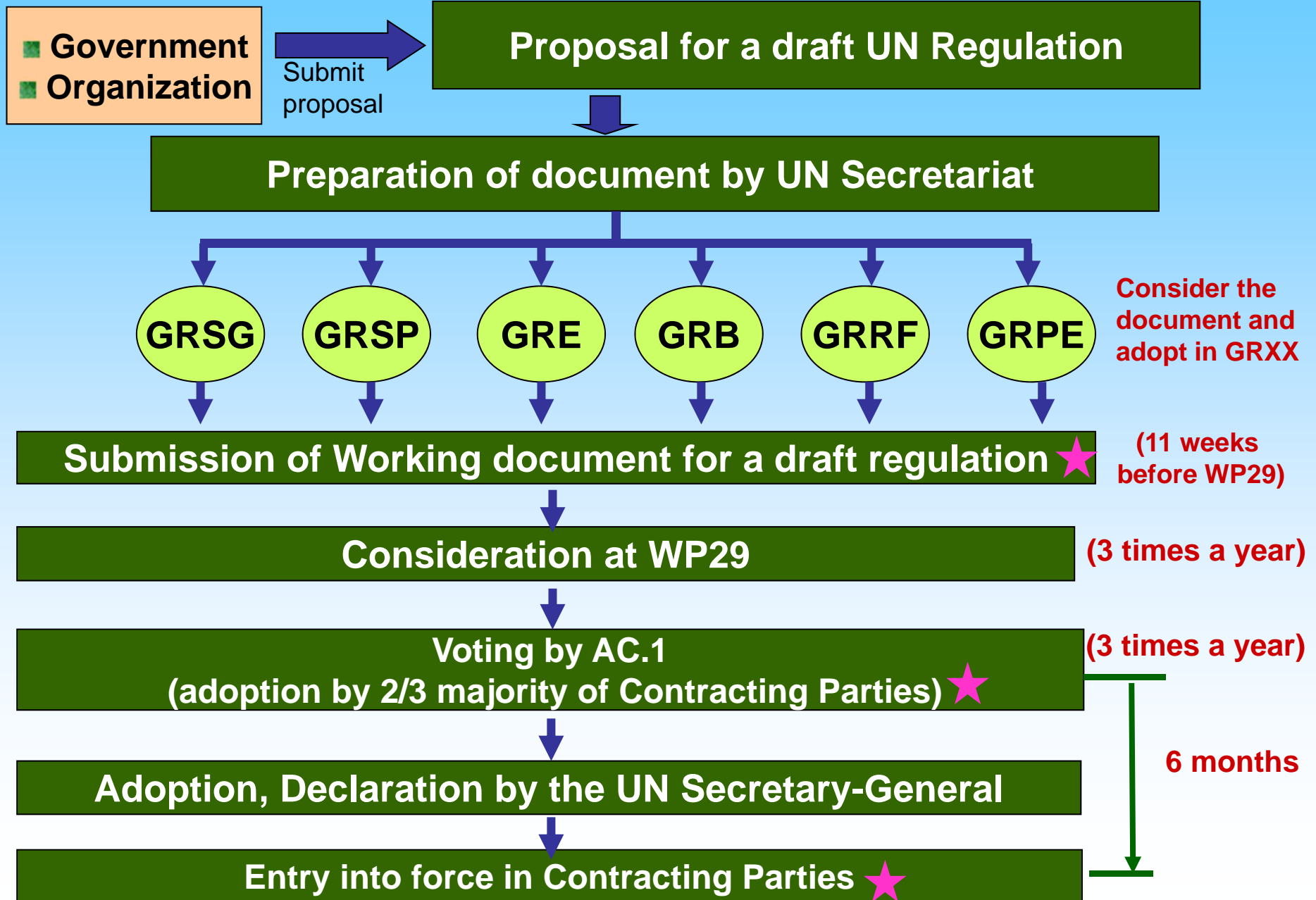
(Article 12, para.1 and 2)

- When **at least one-fifth of the Contracting Parties applying the unamended Regulation** declare that they **wish to continue to apply the unamended Regulation**
- The unamended Regulation will be regarded **as an alternative** to the amended Regulation
- It will be incorporated formally as such into the Regulation with effect from the date of adoption of the amendment or its entry into force



In fact, the cases where this provision above is applied are not seen actually

The process of developing UN Regulations



Elements of the 1958 Agreement

1. Development and Amendment of UN Regulations

- ◆ What the UN Regulations have to include

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2. Mutual Recognition of Type Approval

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- ◆ The conditions for Conformity of Production (COP)

3. Other administrative procedures regarding the Agreement

Elements of the 1958 Agreement -2

◆ The conditions and procedures to achieve MRA

(Article 1)

Type Approval means:

-An administrative procedure by the authorities of Contracting Party

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

-then the manufacturer certifies that each vehicle or part on the market were produced to be identical with the approved product

Elements of the 1958 Agreement -2 (cont'd)

◆ The conditions and procedures to achieve MRA

(Article 2)

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

Elements of the 1958 Agreement -2(cont'd)

◆ Conditions for ensuring conformity of production (COP)

(Appendix 2)

Initial assessment

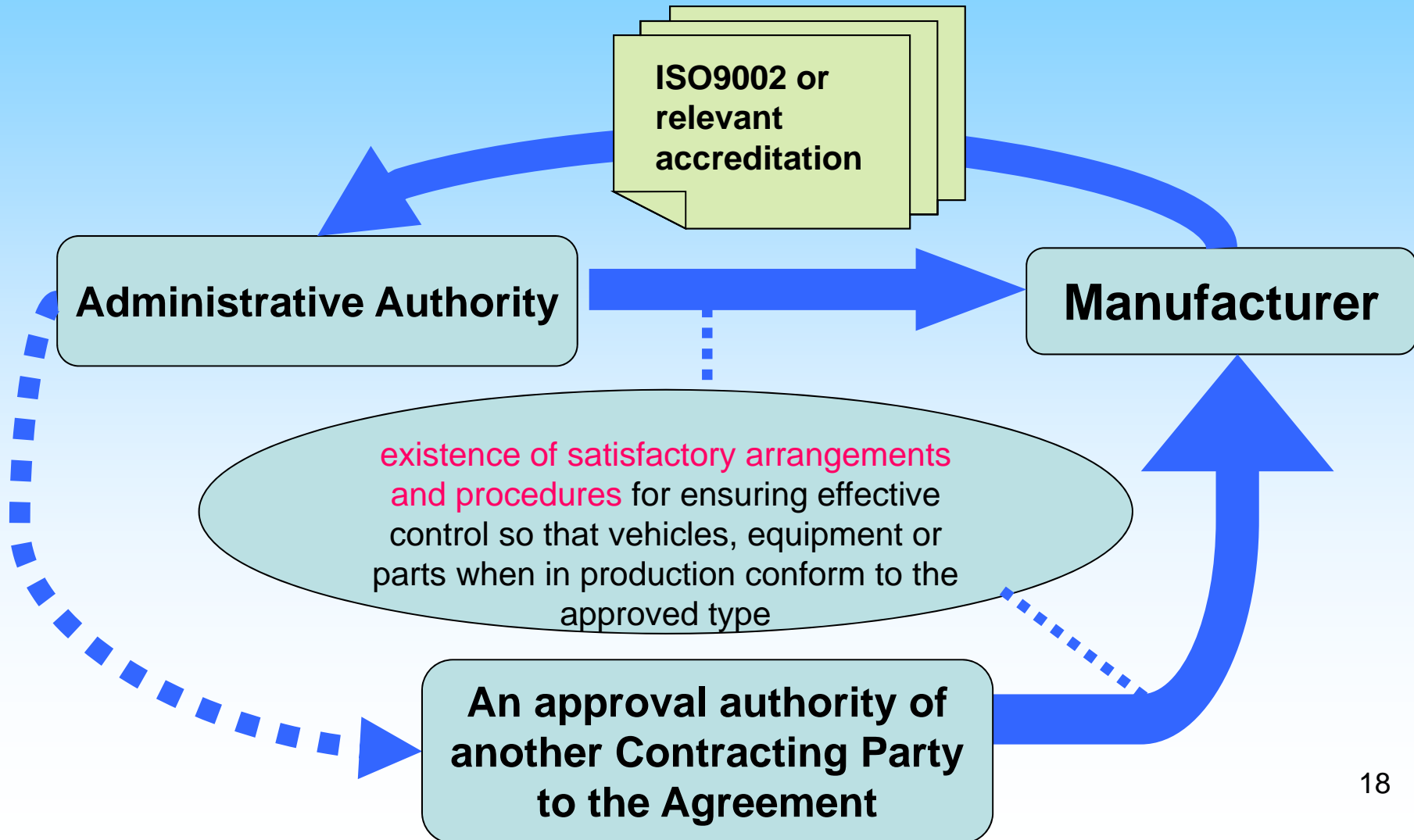
- ISO 9002 or equivalent accreditation standard

Conformity of production

- The existence of adequate arrangements and documented control plans
- Requirements for the holder of the approval
- Requirements for the authority

Conformity of Production (COP) Procedures stated in the Appendix 2 of the 1958 Agreement

1. Initial Assessment <before granting type approval>



Conformity of production specified in Appendix 2 of the 1958 Agreement

2. Conformity of Production Procedures <after granting type approval>

Manufacturer (holder of the approval)



At every
inspection

Test records and
production records

Where the level of
control appears
unsatisfactory

Inspector

**Select
samples at
random to be
tested**

**Select samples and
send them to technical
service to be checked**

Where the nature of the
test is appropriate

Elements of the 1958 Agreement

1. Development and Amendment of UN Regulations

- ◆ What the UN Regulations have to include

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3. Other administrative procedures regarding the Agreement

Elements of the 1958 Agreement -3

Other administrative procedures regarding the Agreement

Procedures and conditions such as...

- Implementation of Regulations (Article 1, paras. 5-7)**
- The eligibility of the CP to the 1958 Agreement (Article 6)**
- The number of votes allowed for CPs (Article 6 paras.1-2, Appendix 1)**
- How to amend the Agreement (Article 7, Article 13)**
- Denunciation of the Agreement (Article 8)**
- How to solve disputes (Article 10)**
- Reservation allowed for the new CPs regarding the Article 10 (Article 11)**
- Notification from the Secretary-General (Article 14)**
- Transitional provisions when the Agreement is amended (Article 15)**

Contents of the 1958 Agreement

Preamble Intention of the amending the Agreement

Article 1 Definitions, establishment and implementation of ECE Regulations

Article 2 Idea and condition of Mutual Recognition of Type Approval

Article 3 Conformity to the requirements of a regulation approved

Article 4 The case where non-conformity was communicated

Article 5 What the CP has to do in the case of Article 4

Article 6 The eligibility of the CP to the 1958 Agreement

Article 7 The effect of the amended Agreement

Article 8 The right to denounce the 1958 Agreement

Article 9 Accession and denunciation to/from the 1958 Agreement

Article 10 The process to solve disputes among the CPs

Article 11 Protection for the new CPs from the case under Article 10

Article 12 Procedure of amendment to the Regulation

Article 13 The procedure to amend this Agreement

Article 14 What the UN/Secretary-General have to notify to the CPs

Article 15 The treatment for the case under the unamended Agreement

Appendix 1

**COMPOSITION AND RULES OF PROCEDURE OF THE ADMINISTRATIVE
COMMITTEE**

Appendix 2

CONFORMITY OF PRODUCTION PROCEDURES

Useful information

UNECE Français Русский

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UNECE TRANSPORT AREAS

Transport

- Vehicle Regulations
- About us
- Meetings and Events
- Working Parties and Documents
 - World Forum for Harmonization of Vehicle Regulations (WP.29)
 - Working Party on Noise (GRB)
 - Working Party on Lighting and Light-Signalling (GRE)
 - Working Party on Pollution and Energy (GRPE)
 - Working Party on Brakes and Running Gear (GRRF)
 - Working Party on General Safety Provisions (GRSG)
 - Working Party on Passive Safety (GRSP)
- Agreements and Regulations
 - UN Regulations (1958 Agreement)
 - Technical Inspections (1997 Agreement)
 - Global Regulations (1998 Agreement)
 - Resolutions
- Abbreviations and Symbols
- Classification and Definition of Vehicles
- Deceleration Calculator
- Electric Vehicle Regulatory Reference Guide
- Guidelines on Transitional Provisions
- Guidelines on Preparing Working Party Documents
- WP.29 Terms of Reference and Rules of Procedures
- Publications
- Links
- Contact us

Latest documents

Latest regulations

Vehicle Regulations

The UNECE Transport Division has been providing secretariat services to the World Forum for Harmonization of Vehicle Regulations (WP.29) for more than 50 years. The World Forum has incorporated into its regulatory framework the technological innovations of vehicles to make them safer and more environmentally sound.

In addition to acting as secretariat to the World Forum, the Vehicle Regulations and Transport Innovations section serves as the secretariat of the Administrative Committee for the coordination of work, and of the Administrative/Executives Committees of the three Agreements on vehicles administered by the World Forum.

Recent News

- UNECE World Forum for Harmonization of Vehicle Regulations tightens vehicles noise limits and adopts new test procedure to measure them 24 June 2015
- Belarus joins the UNECE Agreement on global vehicle regulations 23 January 2015

Upcoming Events

- (WP.29/GRB) Working Party on Noise (62nd session) 01 to 03 September 2015
- (WP.29/GRSG) Working Party on General Safety Provisions (109th session) 29 September to 02 October 2015
- (WP.29/GRE) Working Party on Lighting and Light-Signalling (74th session) 20 to 23 October 2015
- (WP.29/AC.2) Administrative Committee for the Coordination of Work (119th session) 09 November 2015

Rules, Regulations and Resolutions

- 1958 Agreement - Status of the 1958 Agreement
- 1997 Agreement - UN Rules - Status of the 1997 Agreement
- 1998 Agreement - UN Global Technical Regulations - Status of the 1998 Agreement

Resolutions

- Consolidated Resolution R.E.3
- Mutual Resolution
- Special Resolutions

Specifications, Tools and Guides

- Dummy specifications
- Deceleration Calculator (Regulation No. 117)
- Electric Vehicle Regulatory Reference Guide

Publication

- World Forum for Harmonization of Vehicle Regulations (WP.29) - How It Works, How to Join It (June 2012)

This publication presents a comprehensive view of WP.29 beginning with a brief history from its inception as a regional forum through its transformation into a world forum.

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WP29 & GR meeting Agendas, reports, draft regulations, etc.

CLICK

- Agreements and Regulations
 - UN Regulations (1958 Agreement)
 - Technical Inspections (1997 Agreement)
 - Global Regulations (1998 Agreement)
 - Resolutions

- Agreements and Regulations
 - UN Regulations (1958 Agreement)
 - Text of the 1958 Agreement
 - Regulations (Addenda to the 1958 Agreement)
 - Status of the 1958 Agreement (and of the annexed regulations)
 - Requirements for designated Technical Services

- Transport
 - Vehicle Regulations
 - About us
 - Meetings and Events
 - Working Parties and Documents
 - World Forum for Harmonization of Vehicle Regulations (WP.29)
 - Working Party on Noise (GRB)
 - Working Party on Lighting and Light-Signalling (GRE)
 - Working Party on Pollution and Energy (GRPE)
 - Working Party on Brakes and Running Gear (GRRF)
 - Working Party on General Safety Provisions (GRSG)
 - Working Party on Passive Safety (GRSP)

The text of 1958 Agreement, UN Regulations, etc.

Useful information

The screenshot shows the UNECE website's 'Vehicle Regulations' page. The navigation menu includes 'About UNECE', 'Our work', 'Themes', 'Where we work', 'Open UNECE', 'Events', 'Publications', and 'Media'. The main content area is titled 'Vehicle Regulations' and includes a description of the UNECE Transport Division's role, a 'Recent News' section, and a 'Publication' section. The highlighted publication is 'World Forum for Harmonization of Vehicle Regulations (WP.29) - How It Works, How to Join It (June 2012)'. A pink arrow points from this publication entry to a larger, detailed view of the same publication on the right side of the slide.

Publication:

“World Forum for Harmonization of Vehicle Regulations (WP.29) HOW IT WORKS HOW TO JOIN IT (third edition)”

includes:

- the whole text of the 1958 Agreement
- Terms of Reference and Rules of Procedure of WP.29
- Chart of Organization of WP.29
- Flow chart of rulemaking under WP.29
- Other Agreements under WP.29 etc.

Publication



World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It (June 2012)

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Thank you for your attention



Japan's experiences on alignment of UN Regulations in national law

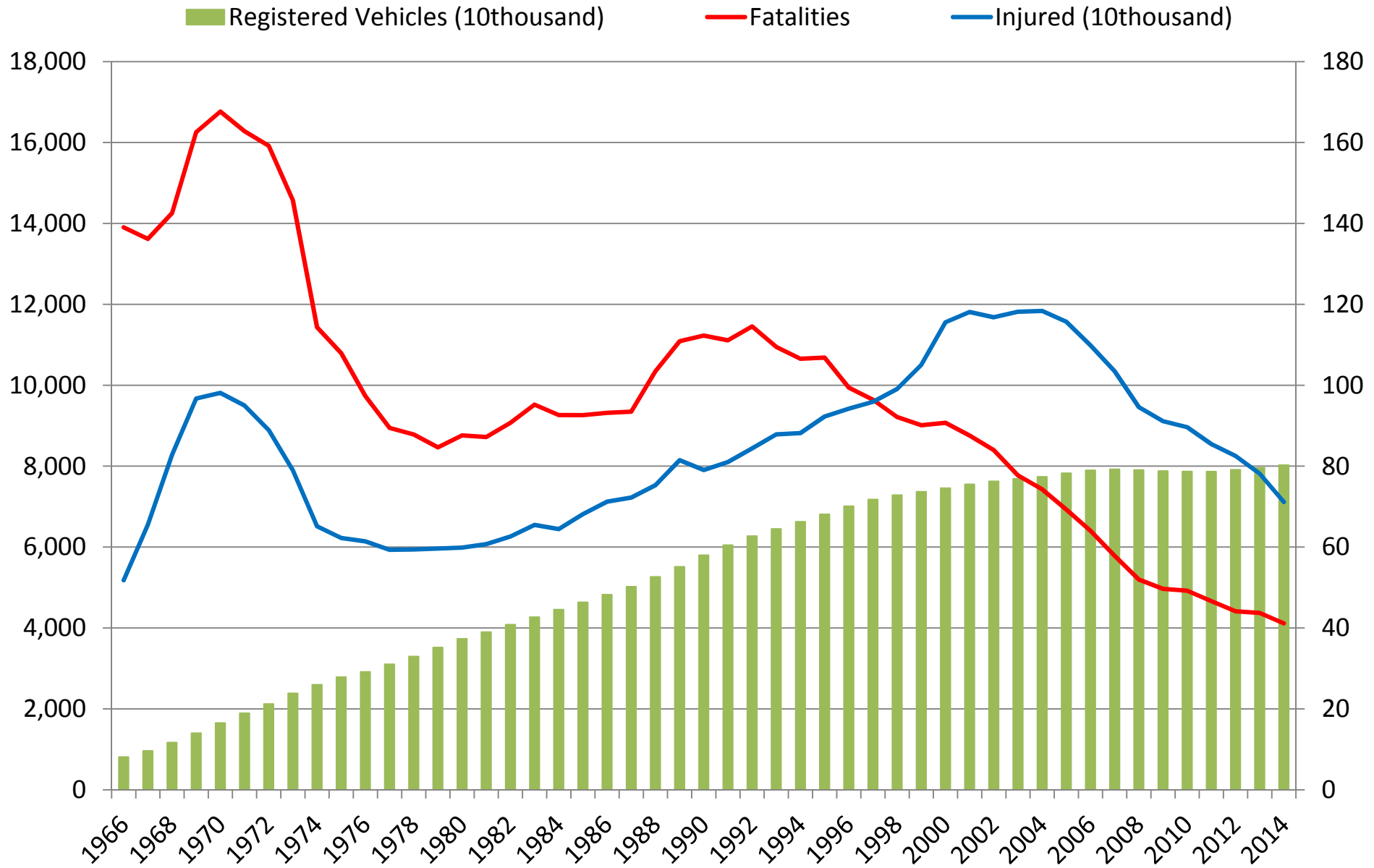
September, 2015

Japan Automobile Standards Internationalization Center



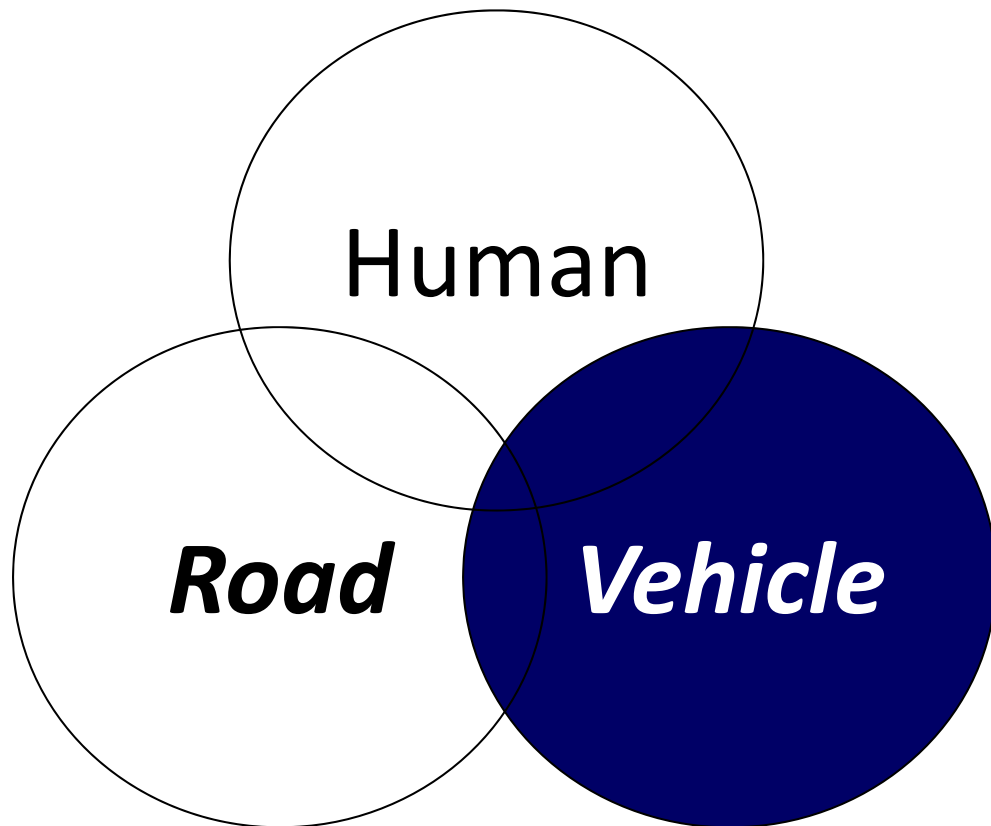
Transition of fatalities and registered vehicles in Japan

Transition of fatalities and registered vehicle



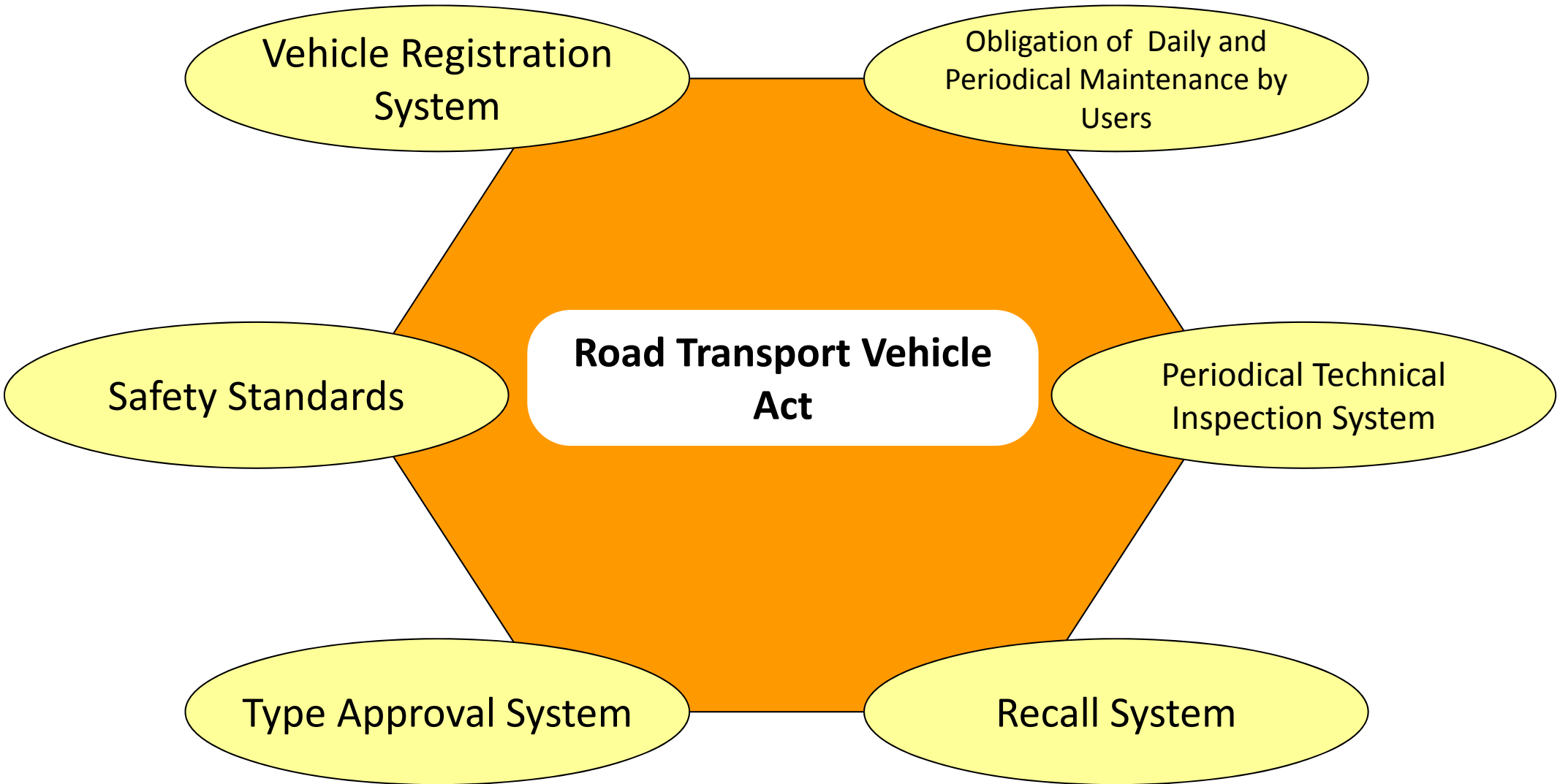
Three groups of road traffic safety measures

In order to effectively reduce traffic accidents, it is important to strengthen all of "human", "road" and "vehicle" related measures, and to provide coordination among the measures in each of the three groups

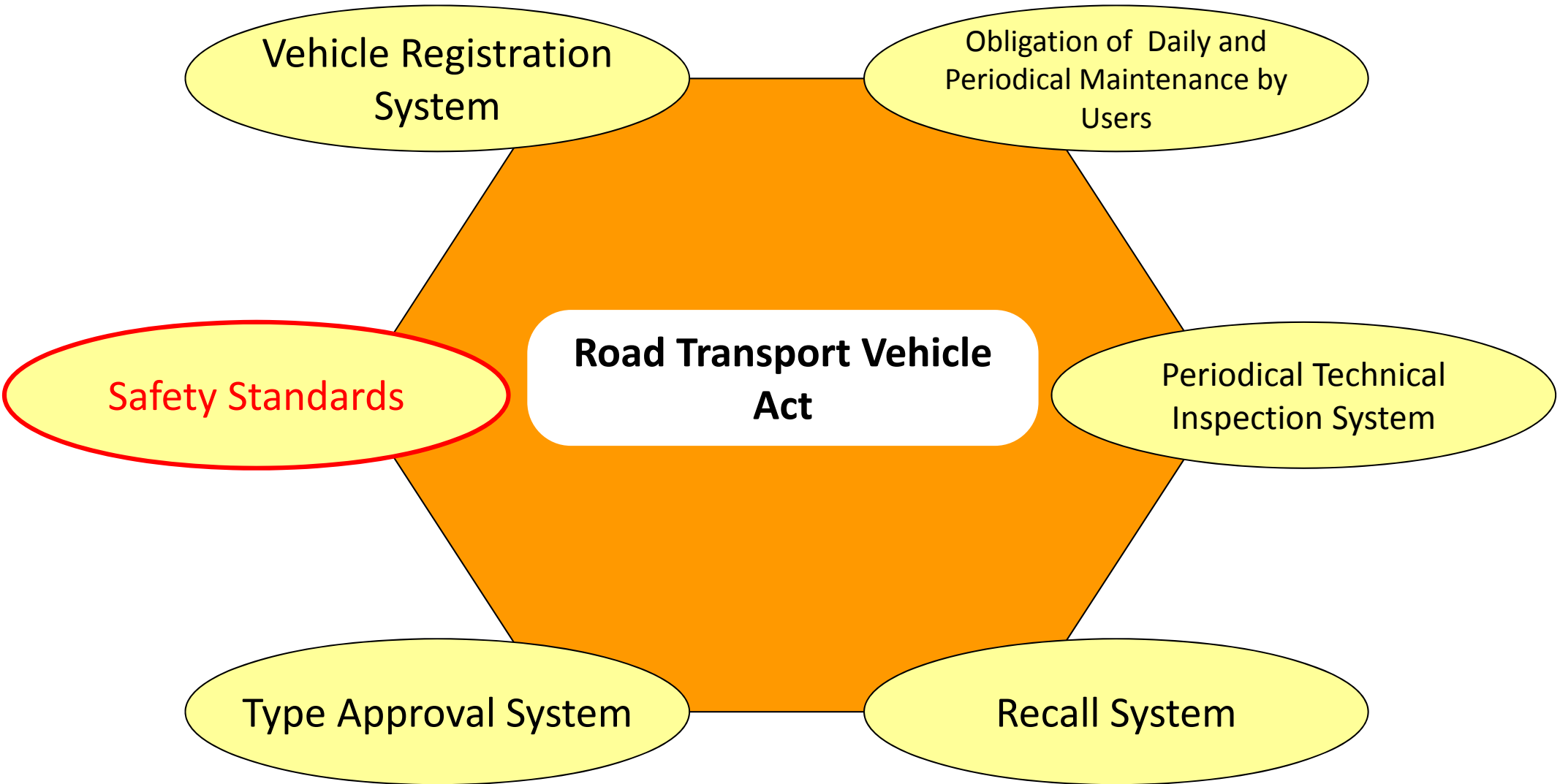


Vehicle	<ul style="list-style-type: none">① Safety Regulations② Vehicle inspection & maintenance, etc.
Human	<ul style="list-style-type: none">① Traffic Rules and Driver education② Daily training/condition check of Drivers by operation manager & Management of labor time/running distance, etc.
Road	<ul style="list-style-type: none">① Road maintenance and improvement② Establish sidewalks, etc.

Vehicle Safety Measures by the Road Transport Vehicle Act



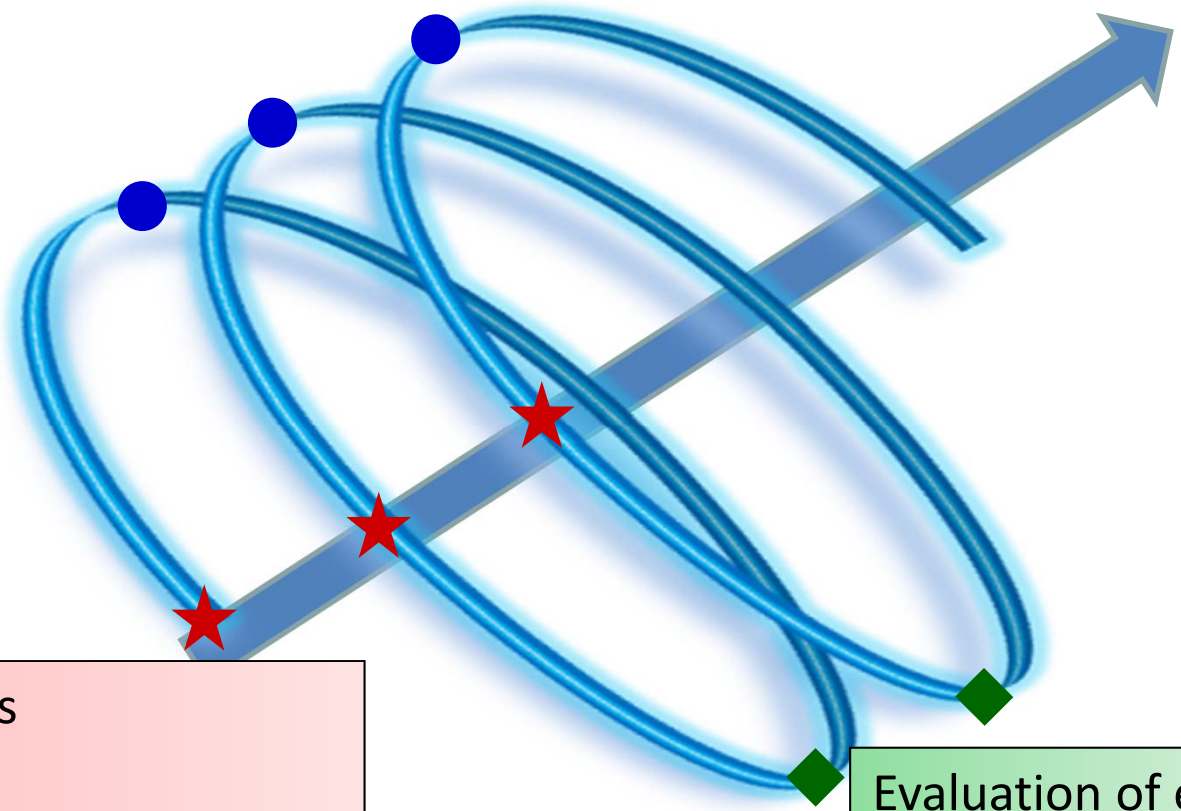
Vehicle Safety Measures by the Road Transport Vehicle Act



Process for developing technical regulations

- In order to develop the safety in accordance with road traffic circumstances of ASEAN countries, it is necessary to realize spiral-up as shown below.
- We would like to support so that ASEAN countries could make below spiral-up.

- Establish safety and environmental regulations
- Implement regulations (Type approval and inspection of vehicles)



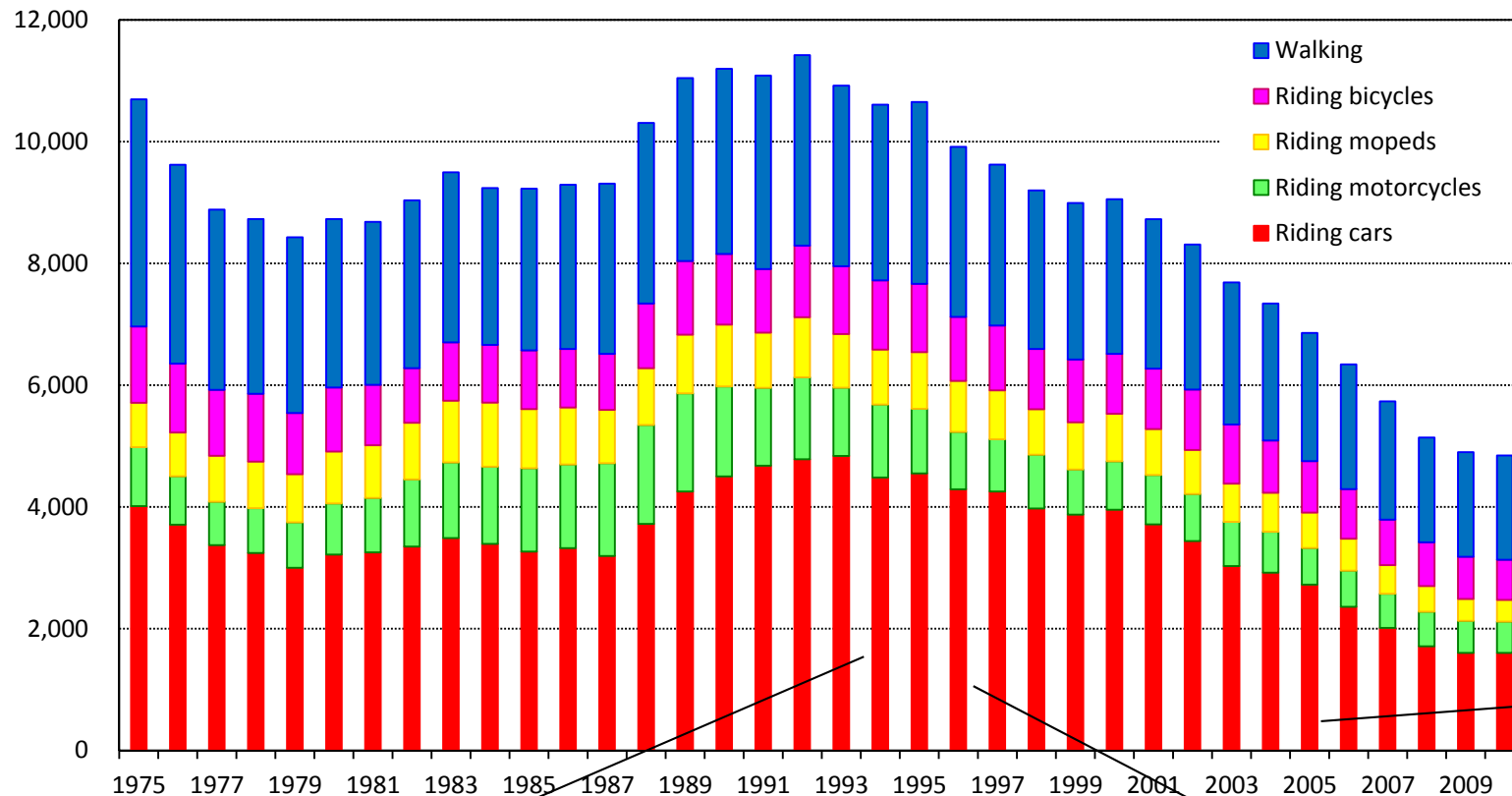
- Data collection and analysis
- Strategic planning
- Overview Analysis
- Specific Analysis
- Selection of prospective regulation items
- Overall study for future measures
- Assessment of the effect of each measure

Evaluation of effects

Transition of fatalities and registered vehicle

- Since 1988 until 1996, traffic fatalities had continued to be beyond 10,000 people annually in Japan. As a result, countermeasures against fatal accident in the car had been required.
- In order to enhance the performance of impact absorption of vehicle, Japan had amended “the Japanese safety regulations for road vehicles”
- As the result of the countermeasures, the number of fatal accident in the car has been decreased to less than half compared with the peak.

Transition of fatalities



2005: Implementation of regulation of Offset Frontal Collision (It has been applied sequentially from Sep. 2007)



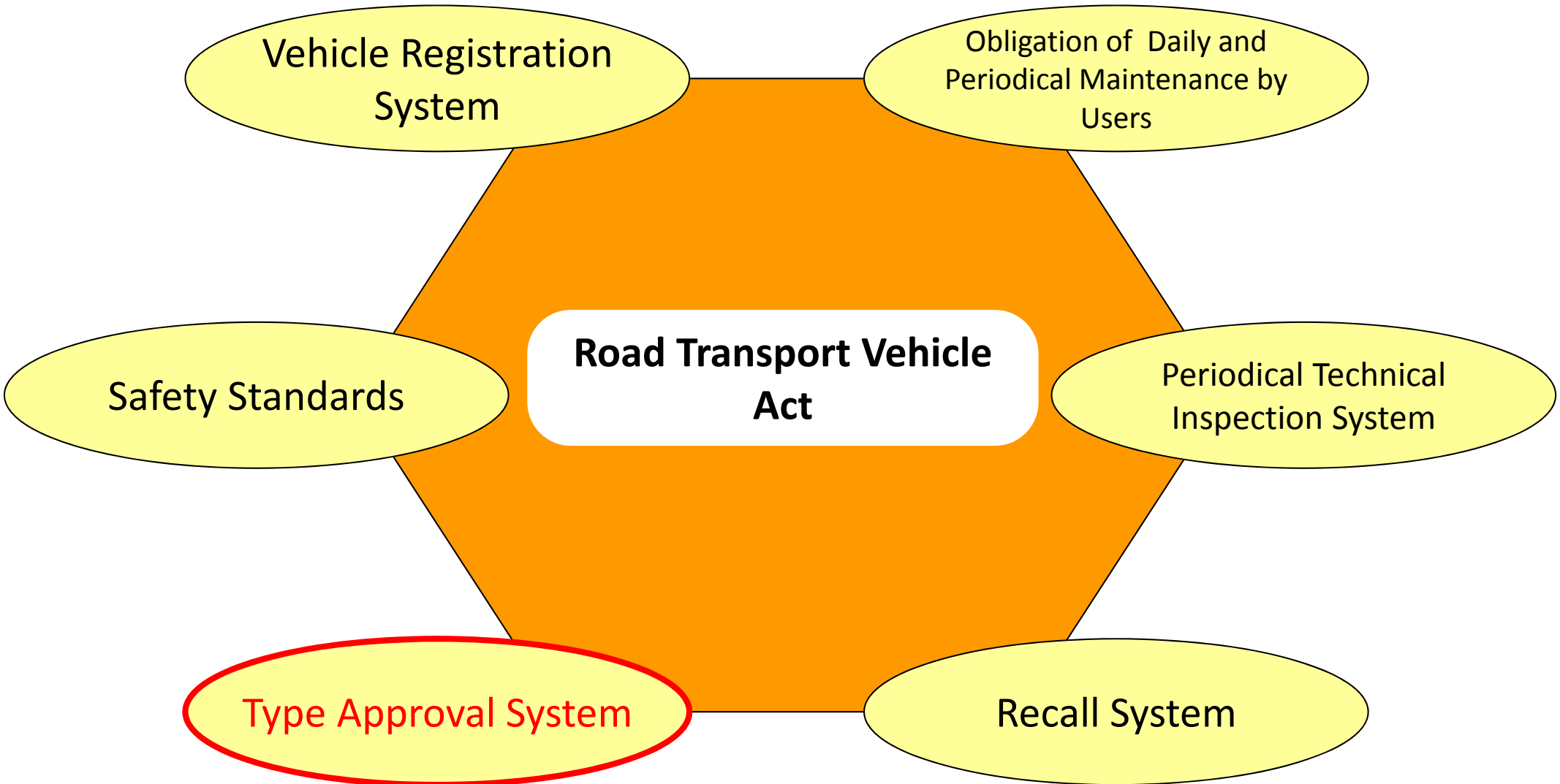
1993: Implementation of regulation of Full-overlap frontal collision (It has been applied sequentially from Apr. 1994)



1996: Implementation of regulation of Side Collision (It has been applied sequentially from Oct. 1998)



Vehicle Safety Measures by the Road Transport Vehicle Act

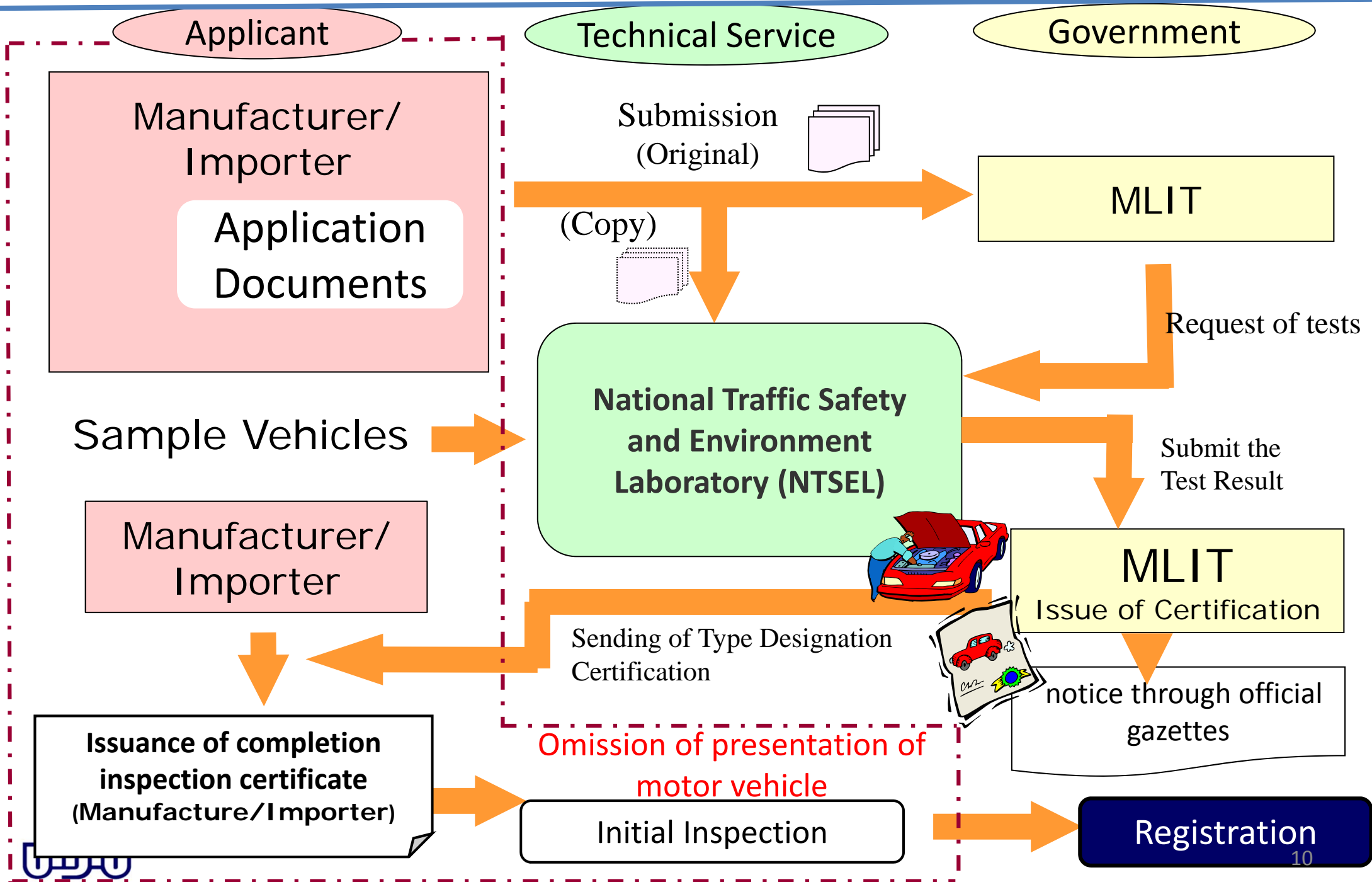


Type Designation System : TDS

- For mass-production motor vehicles which have the identical construction, device and performance.
- The examinations are carried out for...
 - ◆ Actual motor vehicle : Compatibility of safety and environmental regulations
 - ◆ Document : Quality control system and uniformity
- After the motor vehicle has been type-designed, it is permissible to omit the presentation of motor vehicle itself during the initial inspection at the Transport Branch Office, etc., with the completion inspection certificate issued by the motor vehicle manufacturer.



Flow of Vehicle Type Designation System



Examination for actual motor vehicles



Testing of occupant protection in head-on collisions



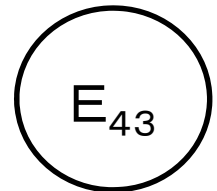
Inspection at a German test institute

From the website of NTSEL
<http://www.ntsel.go.jp/ogani/sinsa/sinsa.html>

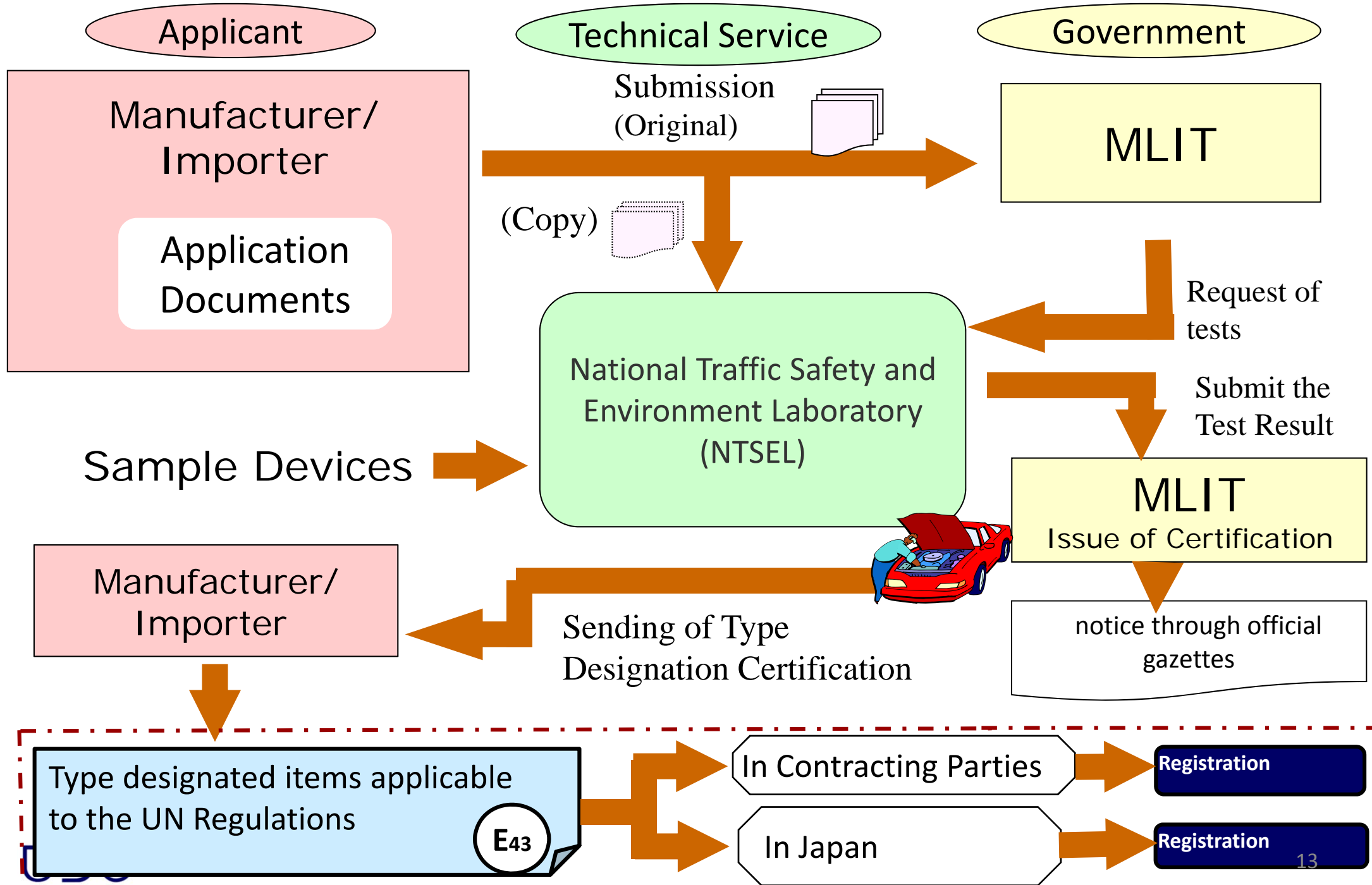
- Examinations are carried out at the National Traffic Safety and Environment Laboratory (NTSEL), for confirming conformity to safety and environmental regulations by using actual vehicles.
- Inspectors are dispatched to motor vehicle manufacturers outside Japan to conduct tests on motor vehicles locally.

Type Designation System for Devices

- The examinations are carried out for...
 - ◆ Actual device : Compatibility of safety and environmental regulations
 - ◆ Document : Quality control system and uniformity
- It is permissible to omit the examination of the devices, concerned as to conformity to the safety regulations for motor vehicles, at the time of examination of type designation for motor vehicles.
- It is possible to put an indication mark “E” pursuant to the UN/ECE 1958 Agreement on those devices applicable to mutual recognition.



Flow of Type Designation System for Devices



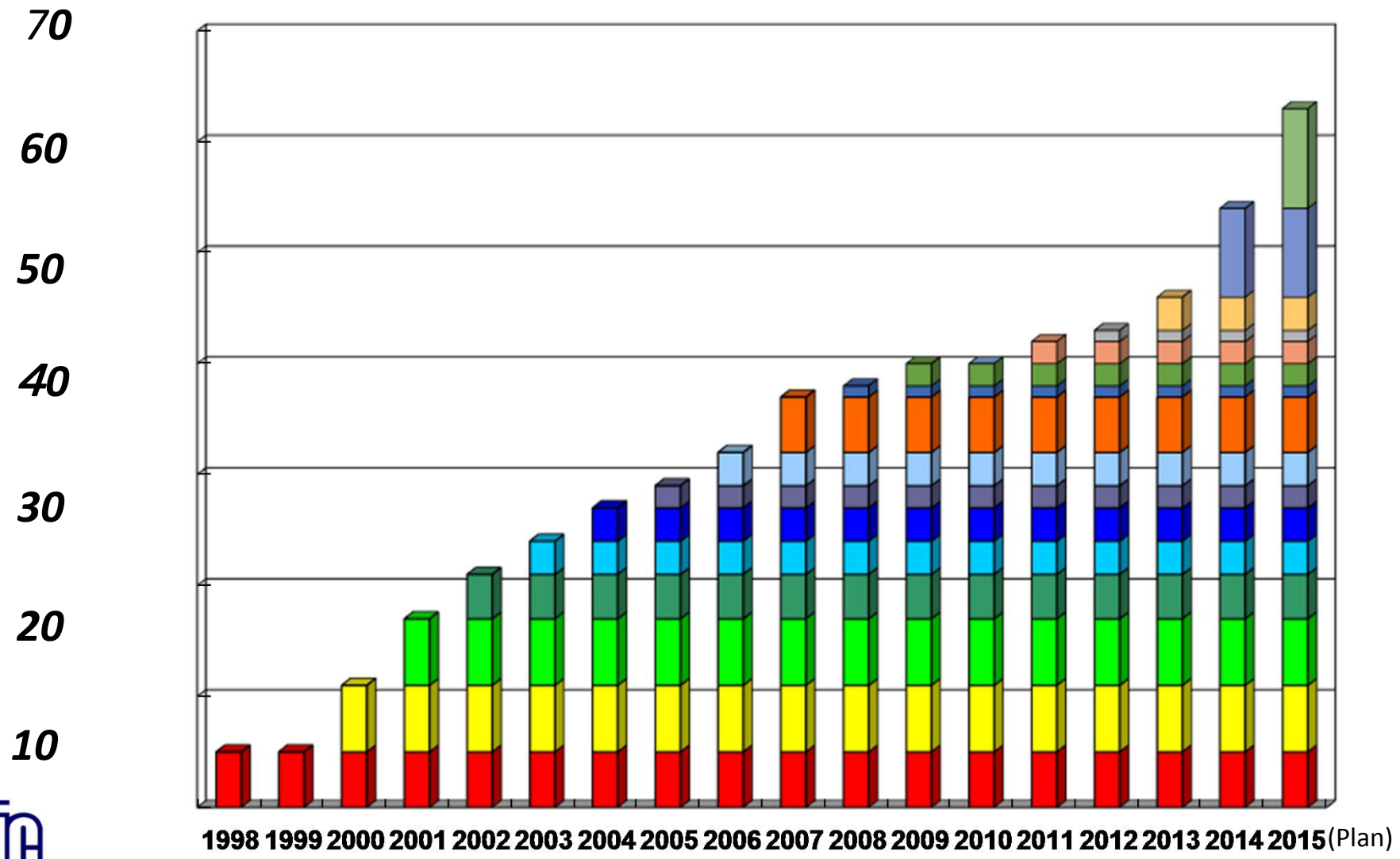
History of acceding to a UN Agreement

- In June, 1995, Japan officially announced that Japan decided to accede to so-called “the UN 1958 Agreement” at the WP29
- Japan acceded to the UN 1958 Agreement in July, 1998.
- After that Japan applied UN Regulations gradually.

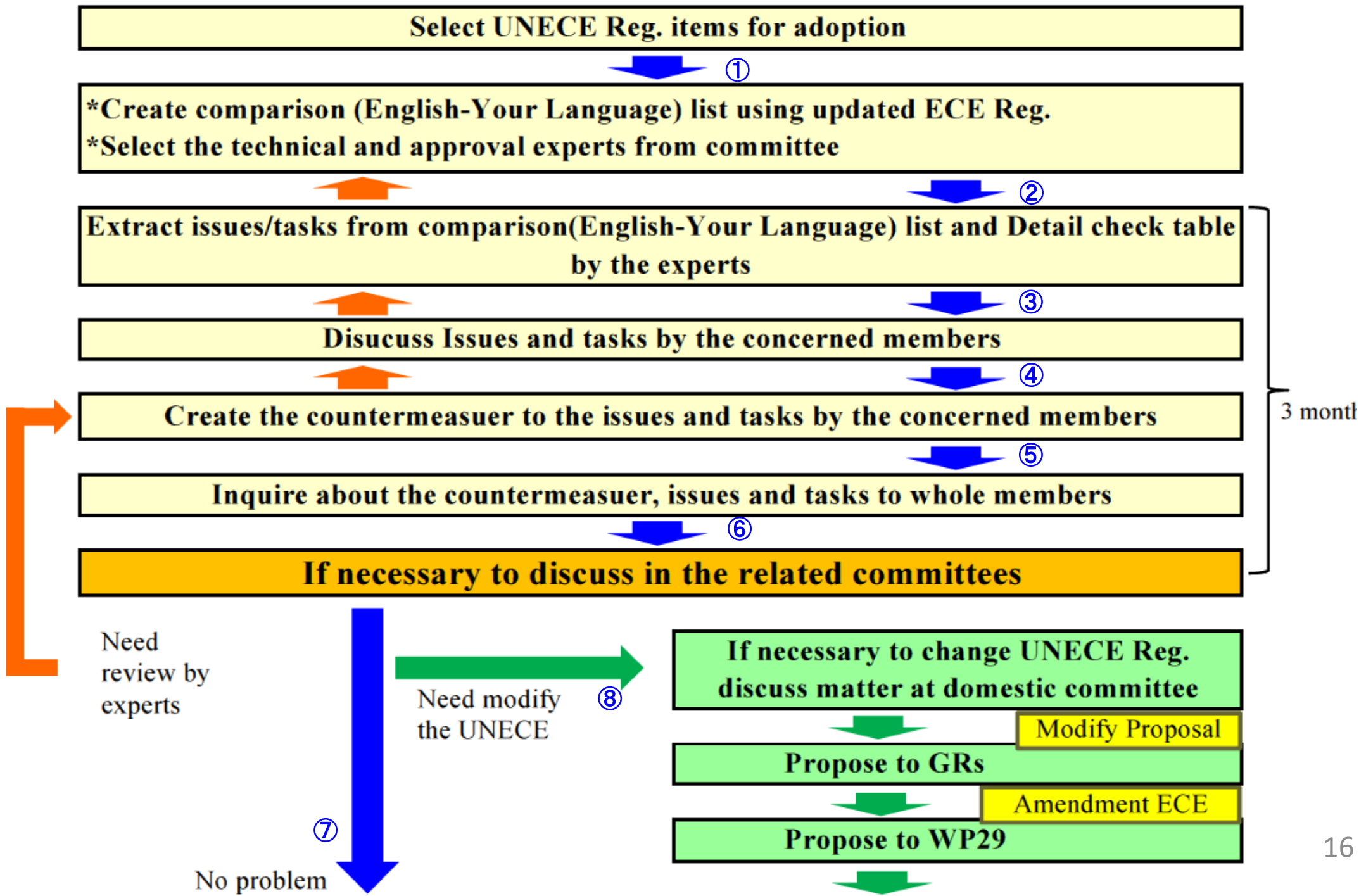
History of the Introduction in Japan

~Application of UN Regulations by Japan~

- Japan has been sequentially applying UN Regulations since its accession to the 1958 Agreement.
- As just described, we have adopted these regulations while prioritizing them.



Working Process Chart for Adoption UN-R (1)



Working Process Chart for Adoption UN-R (2)

Continued from previous Page

Make final decision of the adoption at the responsible committee



* Prepare for the public comment
* Prepare for the domestic notification.
* Prepare for the modification on your Laws, Regulations, Standards, others sequentially.

⑨



WTO report and public comment

⑩



Ministry check

⑪



Publication: Laws, Regulations, Standards, others

⑫



Other necessary announcement

⑬



Report UNECE

⑭



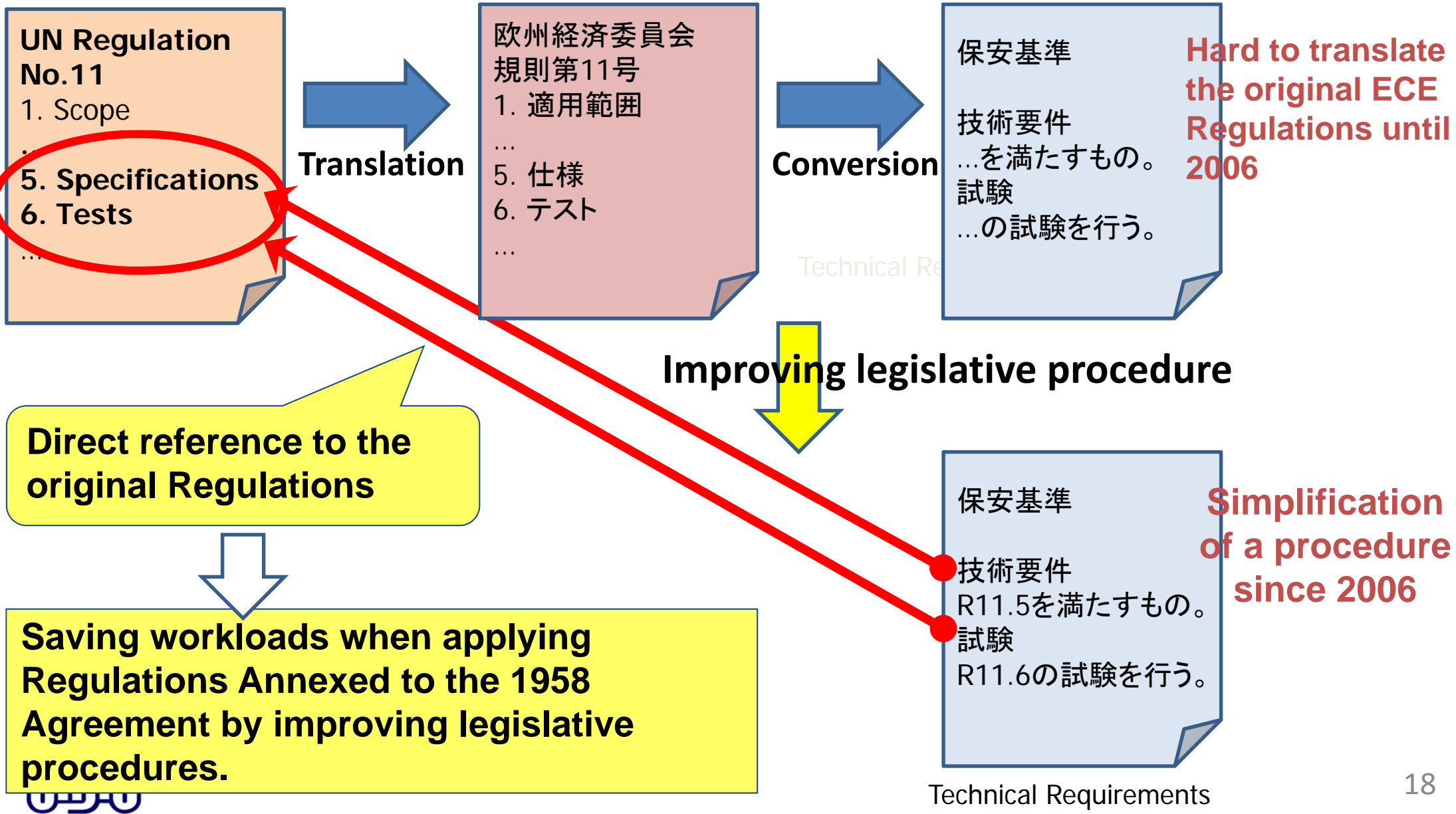
Enforcement

6 month

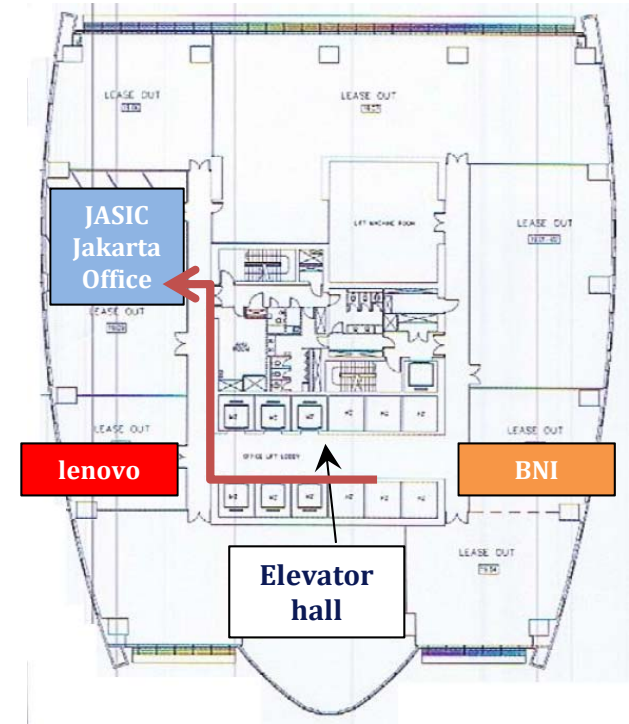
3 month

17

A legislative procedure for application



Thank you very much!



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Expert Meeting

1958 Agreement FAQs

September, 2015

Japan Automobile Standards Internationalization Center



Q1 What is the 1958 Agreement ?

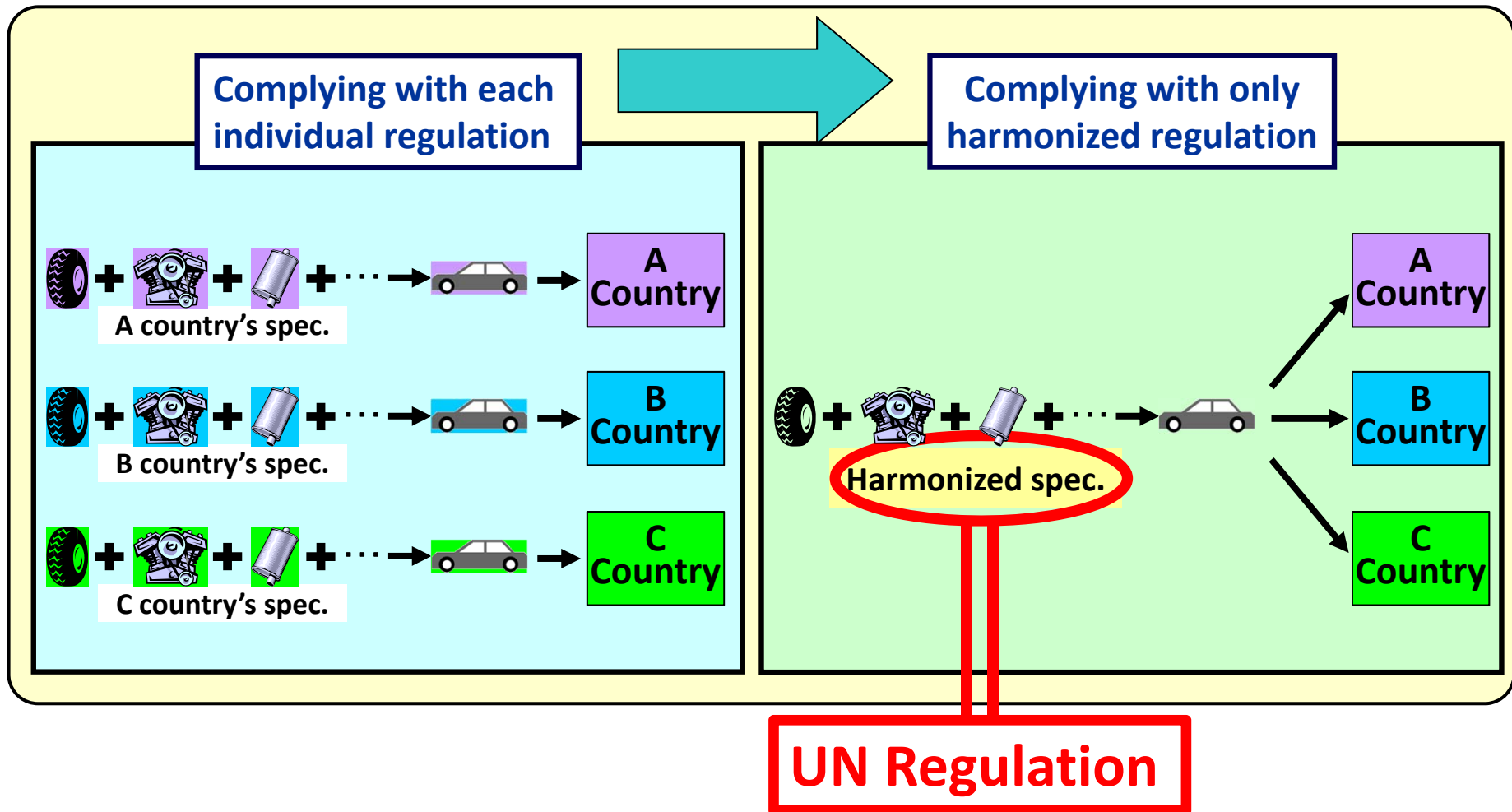
A1

Purpose of the 1958 Agreement

- Establishment of **UN regulations** for motor vehicle, equipment and parts

UN regulations

UN regulations enable to simplify specification of the Vehicle/Parts among the Contracting Parties.



Q1 What is the 1958 Agreement ?

A1

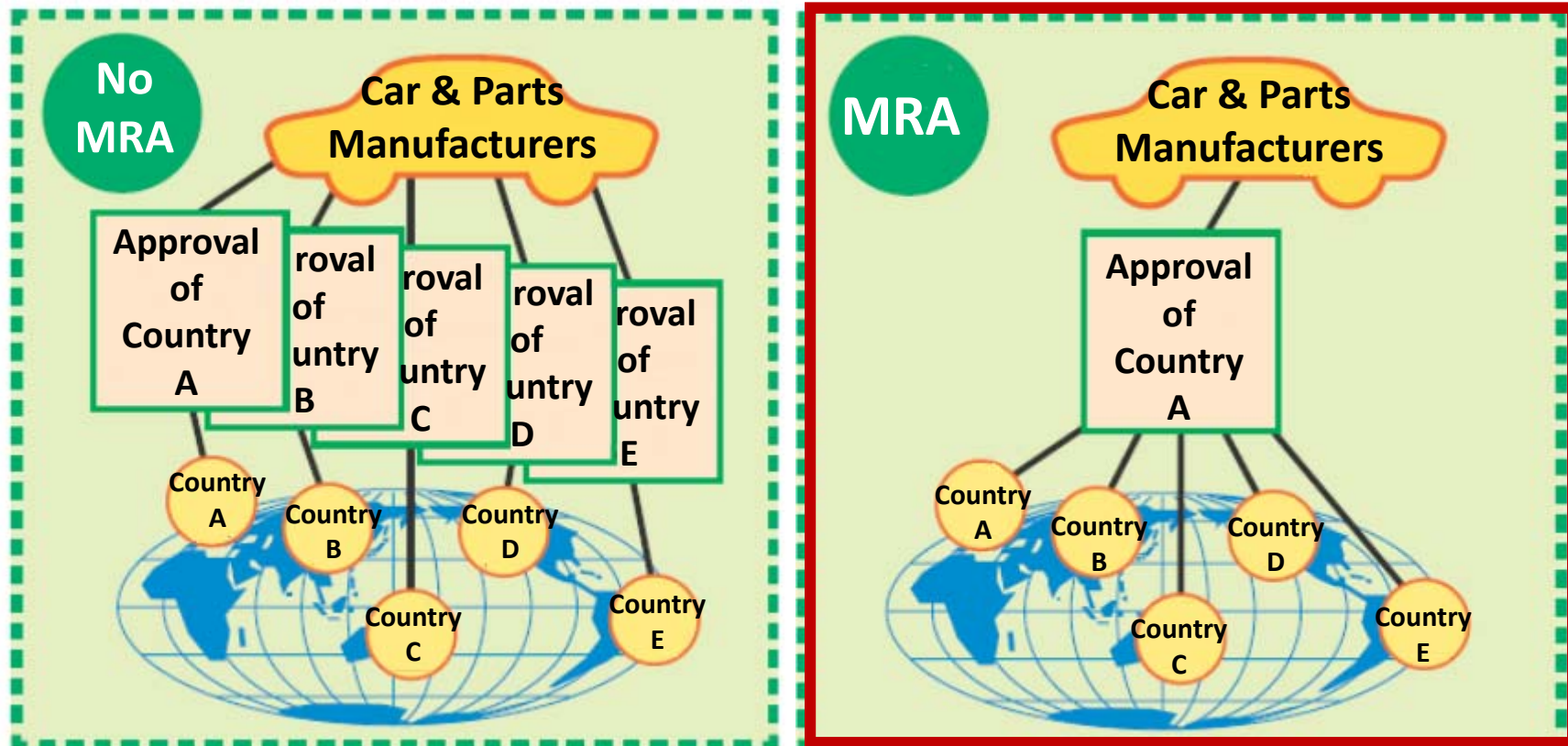
Purpose of the 1958 Agreement

- Establishment of UN regulations for motor vehicle, equipment and parts
- Enforcement of **mutual recognition** in accordance with UN Regulations

Mutual recognition

The 1958 Agreement is an international mutual recognition system for vehicle with the aim of the establishment of UN Regulations on vehicle safety and environment.

The 1958 Agreement Concept



Q2

What kind of rights and obligations are assigned to the Contracting Parties to the 1958 Agreement ?

A2 Rights and Obligations of 1958 Agreement

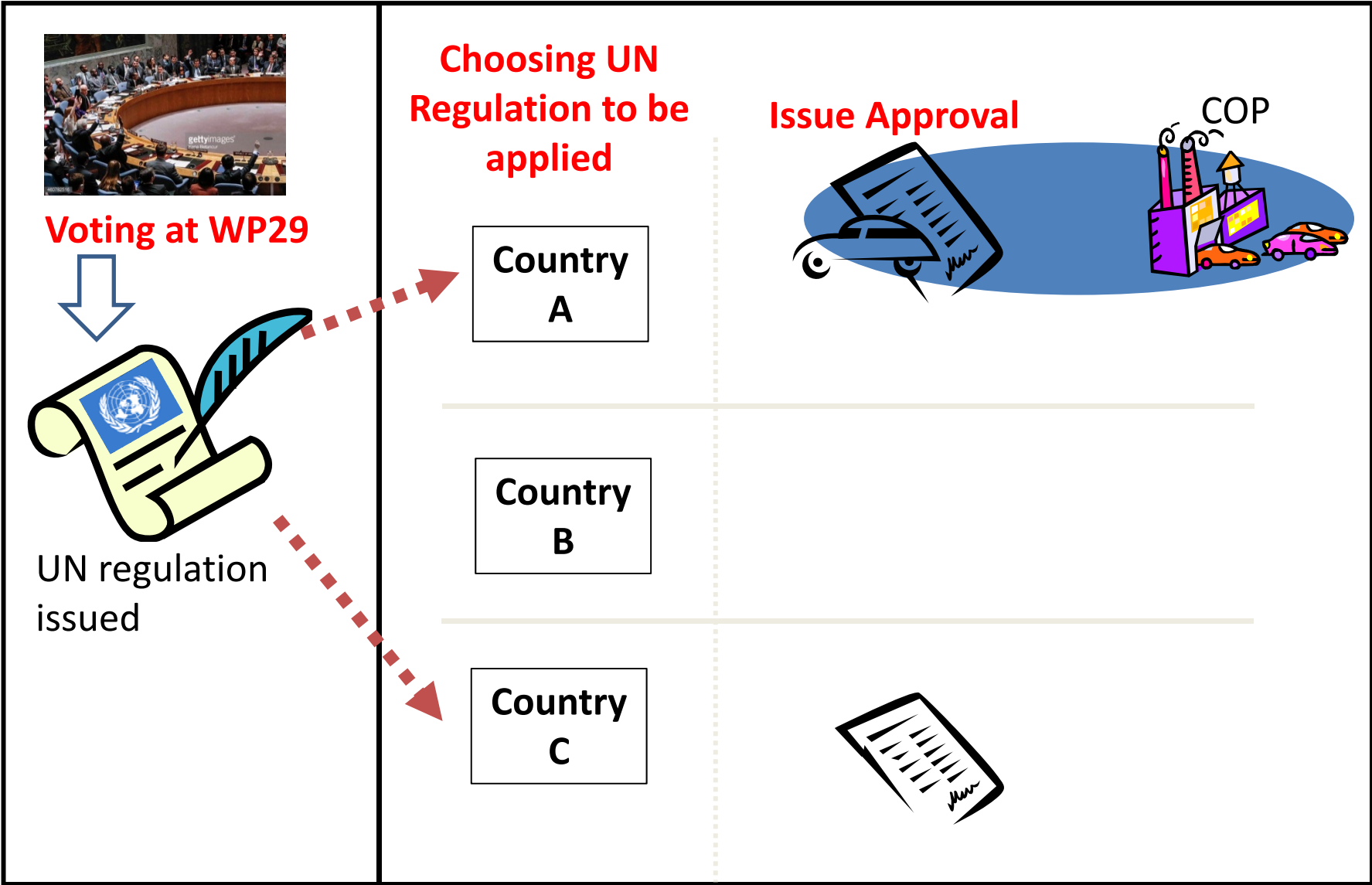
Rights

- (1) Voting at WP29**
- (2) Choosing UN regulations to be applied**
- (3) Issue an approval of UN regulation**

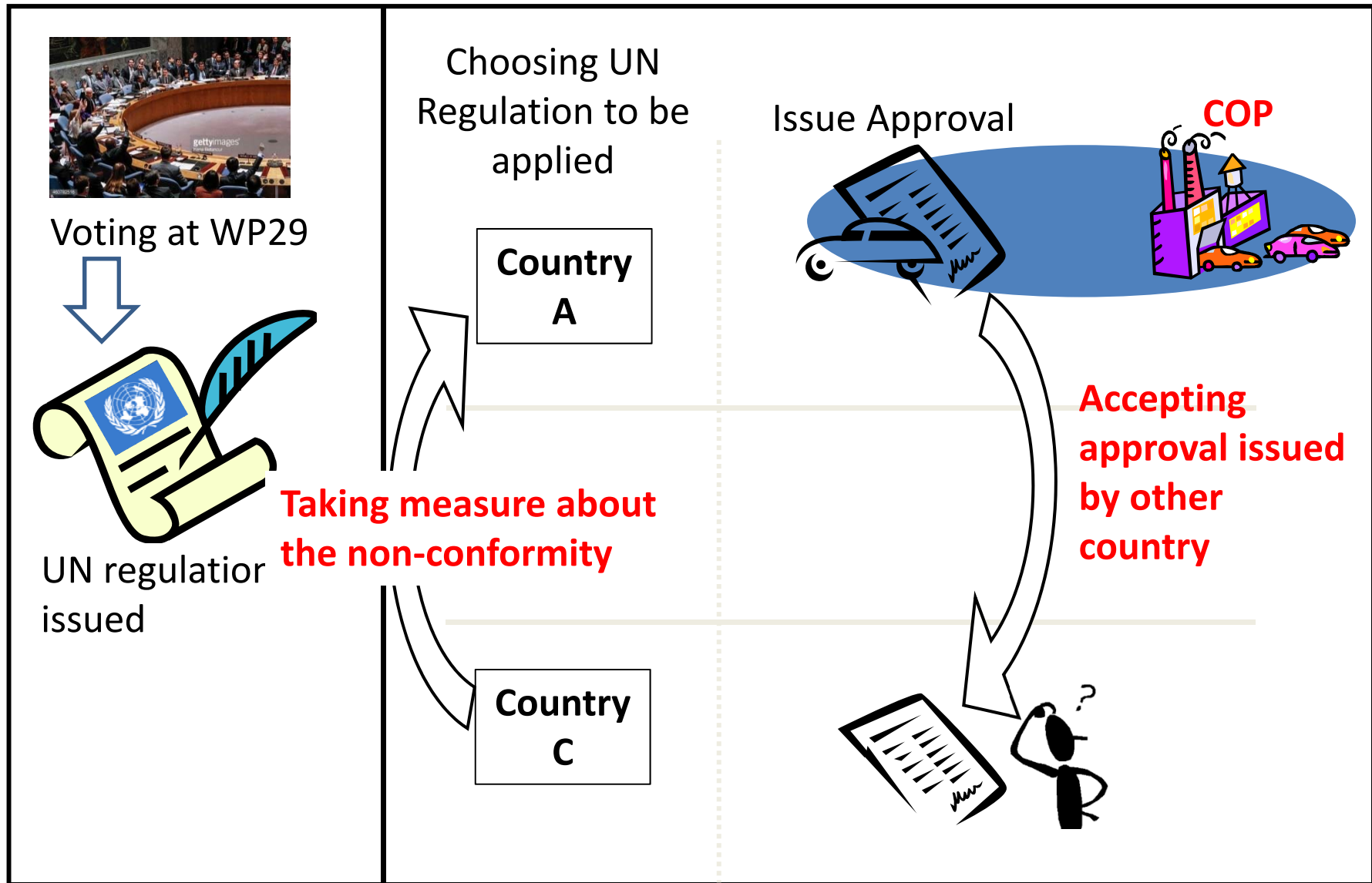
Obligations

- (1) Accepting approval issued by other country**
- (2) COP**
- (3) Taking measure about the non-conformity**

Rights of the 1958 Agreement (1) (2) (3)



Obligations of the 1958 Agreement (1) (2) (3)



Q3 Does the Contracting Party acceded to the 1958 Agreement need to have testing facilities?

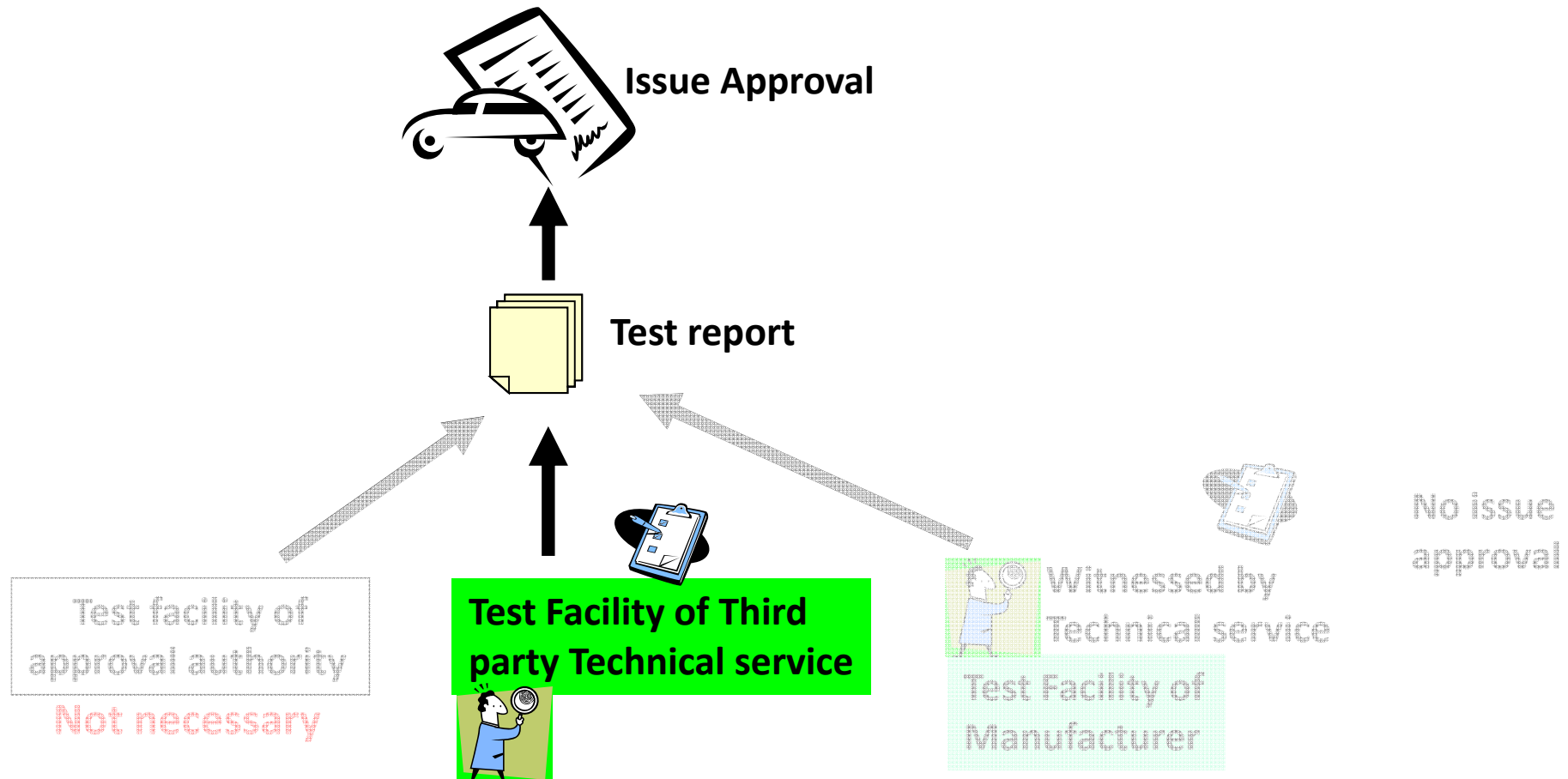
Not necessarily

Instead of having testing facilities, you can choose,

- A) Third party Technical service
- B) Test facility of manufacturer
- C) No issue approval

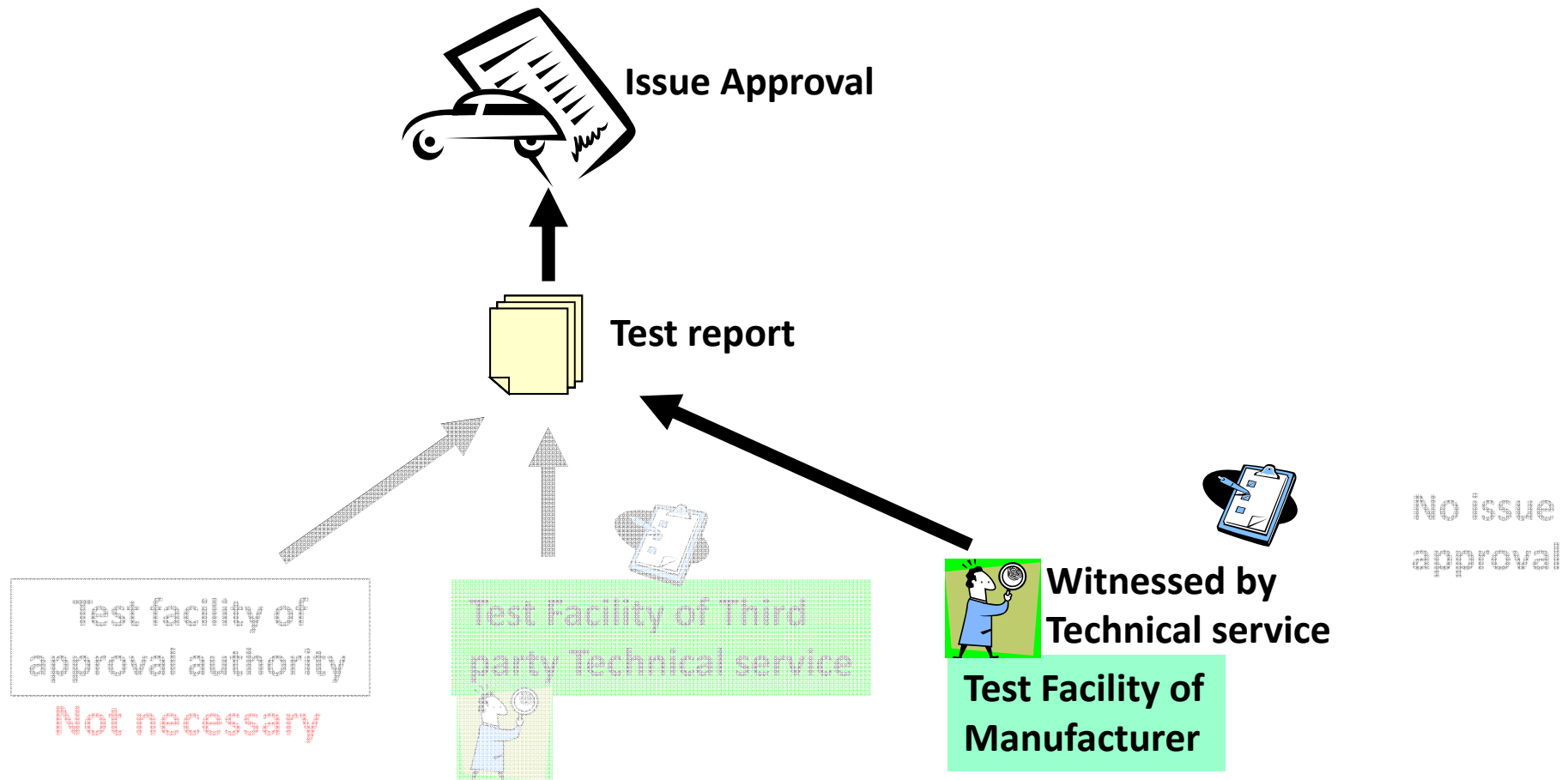
A) Third party Technical service

- An approval authority can designate any **third party technical service** if it has technical competence, and the test can be conducted with its test facilities.



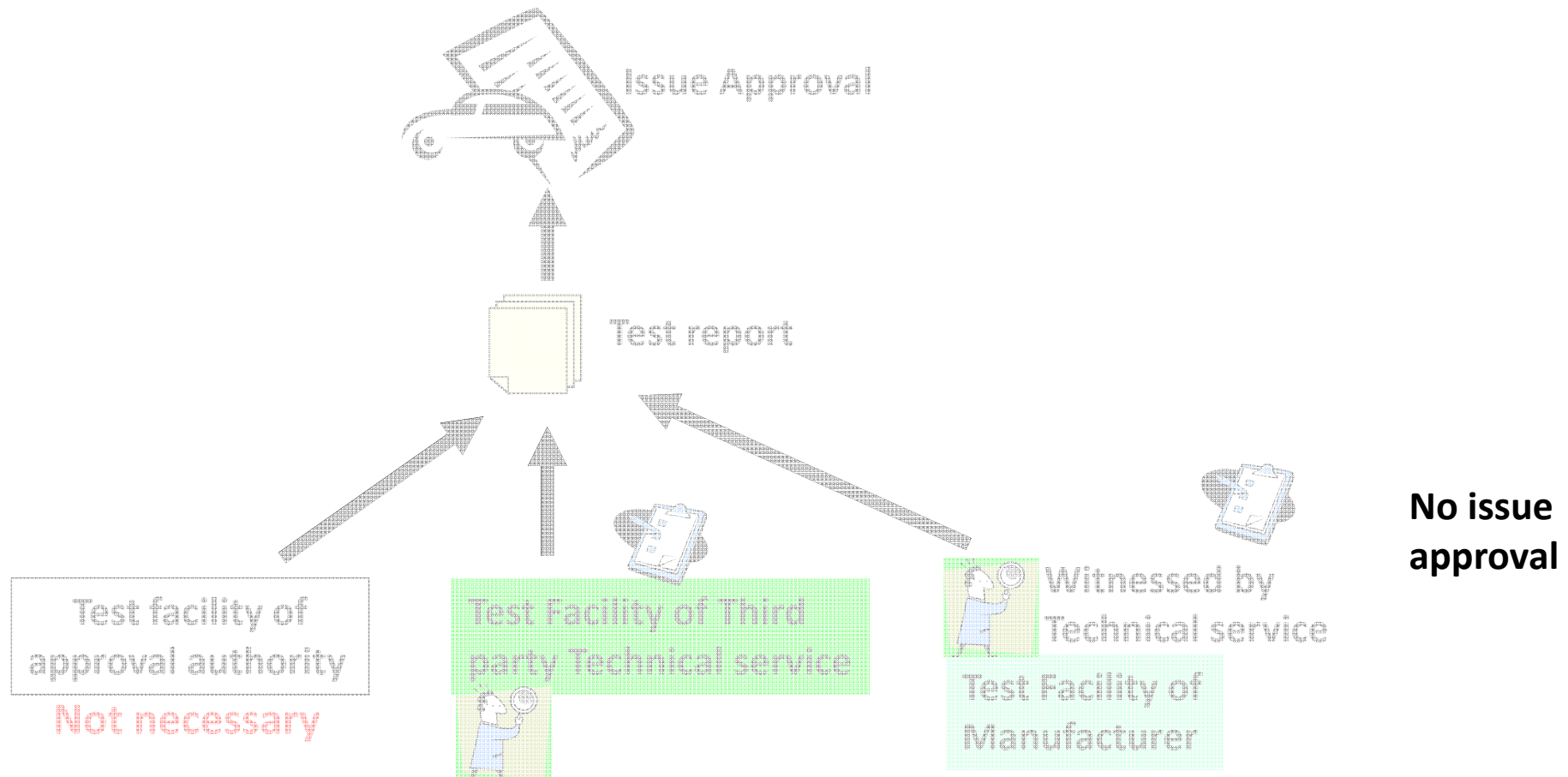
B) Test facility of the manufacturer

- The Technical Service can conduct the **test with the test facility of the manufacturer** which is the applicant of the approval.



C) No issue approval

- The Contracting Party can decide not to grant the approval, and **only to accept the approval** issued by the other Contracting Parties.



Q4

Does a Contracting Party to the 1958 Agreement have to apply all of the UN Regulations?

NO

A4

A Contracting Party is **free to apply any UN Regulations**. It may even not apply any UN Regulations.

A4 Free to apply any UN Regulations

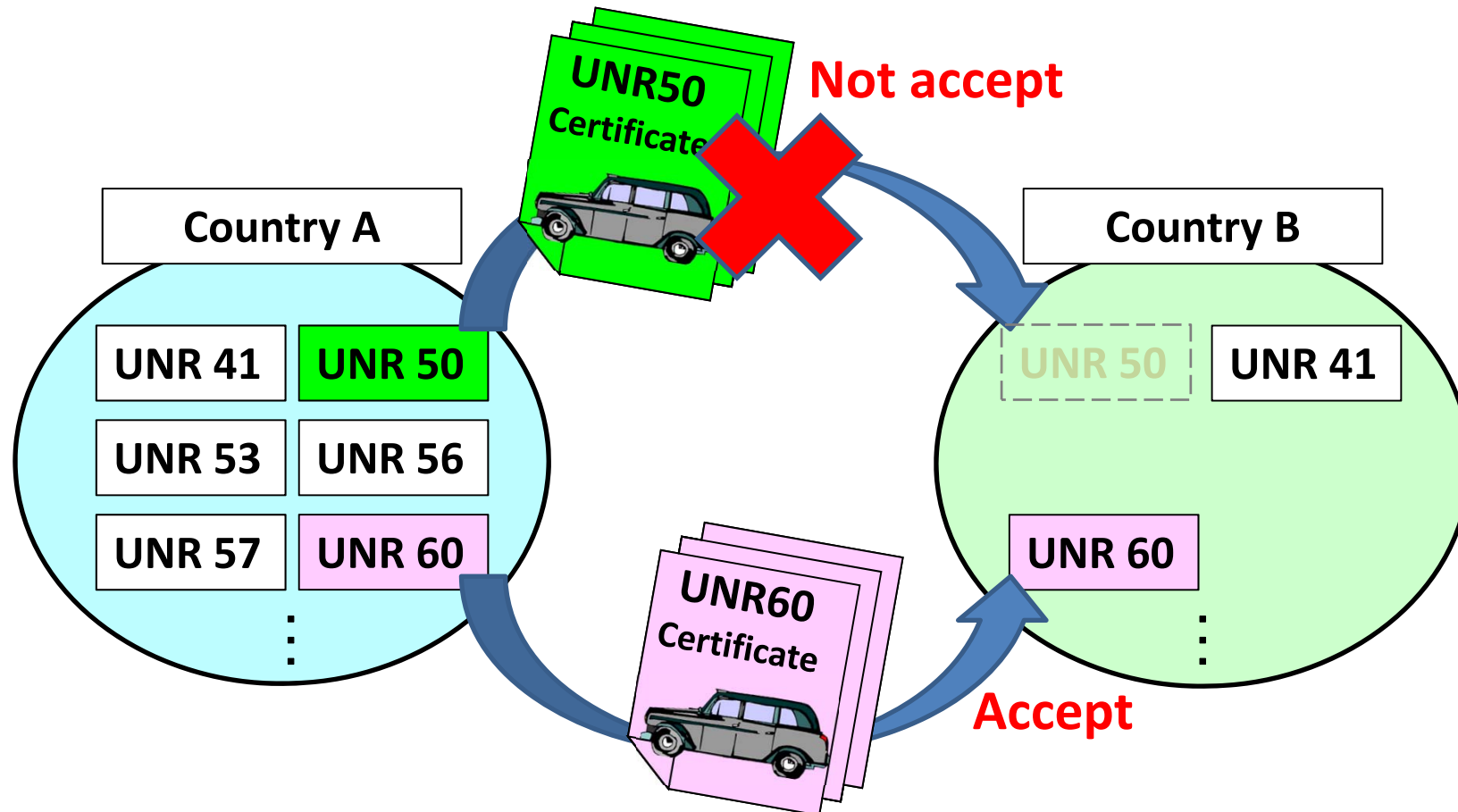
You can apply any UN regulations in accordance with your country's situation.

Extract from the latest status report of 1958 Agreement [ECE/TRANS/WP.29/343/Rev.23](#)

Country	UN Regulation No.																			
	41	47	50	53	56	57	60	62	63	72	74	75	76	78	81	82	88	92	...	
Belgium	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Denmark	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓			
EU	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓				
France	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓				
Germany	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓			
Italy	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓		✓		

When two countries apply the same regulation \Rightarrow MRA

The **mutual recognition of the approval (MRA)** is applicable only for the UN Regulation(s) among the Contracting Parties applying the same regulation(s).



Q5 What kind of UN Regulations should we apply ?

A5

A Contracting Party can decide which UN Regulations it applies by prioritizing UN Regulations considering the **country's situation** and apply these UN Regulations **step by step**.

Country's situation

- Traffic environment



- Actuality of traffic accidents



- Automobile policy



etc.

Q6 What are the merits of acceding to the 1958 Agreement?

Merits of Accession to the 1958 Agreement

Users

- Safer & more eco-friendly vehicles available at reasonable price

Manufactures
(automakers, etc.)

- Unifying specification
- Reduce the cost by efficiency on development and production
- Reduce the cost by efficiency on approval process

Government agencies

- Efficiency on making regulation
- Efficiency on making the approval procedures

Q7

How much is the necessary cost on acceding to the 1958 Agreement ?

NOTHING

A7

Fee is not required for accession to the 1958 Agreement.

Q8

How much is the necessary cost after the country becomes a Contracting Party to the 1958 Agreement?

A8

Necessary cost varies depending on whether your country already has the Type Approval test system or not.

Lao People's Democratic Republic
Peace, Independence, Democracy, Unity and Prosperity

Ministry of Public Works and Transport
Department of Transport

Registration Form

Title: in the 41 th Asia Expert Meeting On UN Regulations Related to; The 1958 Agreement

Date: 11th September 2015

Location: The Meeting No.1 Room of Ministry of Public Works and Transport

Time: 1:00 PM

No.	Name and Family name	Position	Organization	Phone Number	Email	Signature
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3	Mr. Thongdamkha KHOUNOUDOM	Director of Division	Dept. of Industry and Handicraft	99964635	thongdamkha@hotmail.com	
5	Mr. Phomsavanh	Manager	ISUZU LAO SERVICES	56785588	phomsavanh@isuzulao.com	
6	Mr. Khamdy THANLAK	officer	DOEH (DOIT)	59055377	khamdy_than@yahoo.com	
7	Jasunaphan Lechaspenda	GM.	ISUZU LAO SERVICES	59888408	admin@isuzulao.com	
8	Mr. Vilay Sack BOUSAMAY	Deputy Director	DOT	02206878		
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11	Mr. Sithamonyay Suwannaphakdy	Trade Facilitation Specialist	DSMEX, MOSE	28240327	soudsy@gmail.com	
12	Prof. Dr. Somphone Detkoudom	President	CST	55512315	somphone_cst@yahoo.com	
13	Mr. Chanthavong Syvilay	Newchipxy	Newchipxy	2222779	svl.chanthavong@newchipxy.com	
15	Mr. Somrak	officer	DoT	22208885		
14	Mr. Somrak	officer	DoT	22007791		
16	Mr. Somrak	officer	DoT	22233772	somrak_somrak@gmail.com	
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Lao People's Democratic Republic
Peace, Independence, Democracy, Unity and Prosperity

Ministry of Public Works and Transport
Department of Transport

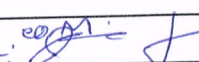
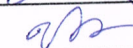
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Date: 11th September 2015

Location: The Meeting No.1 Room of Ministry of Public Works and Transport

Time: 1:00 PM

No.	Name and Family name	Position	Organization	Phone Number	Email	Signature
1						
2	Mr. Bouaphet SAYASANE	DDG	DOT, MPWT			
3	MR KAAMPHOEY		SUZUKI LAD	55628452	SSL LAO@laotel.com	
4	Mr Thongpan	Cabinet office				
5						
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Lao People's Democratic Republic
Peace, Independence, Democracy, Unity and Prosperity

Ministry of Public Works and Transport
Department of Transport

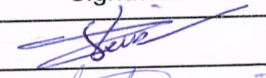

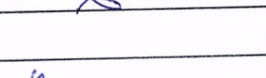
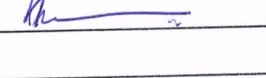
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No.	Name and Family name	Position	Organization	Phone Number	Email	Signature
1	ທ. ພິອາວິ ພິອາວິສິນ	ຊີເວີ	NEA	98958055		
2	ທ. ສິສອມເຟາວ ສິສອມເຟາວ	ທ/ງ		54912210	sisomephaw-122@hotmail.com	
3	ທ. ສິສອມ ສິສອມ	ທ/ງ	ຂັ້ນ ສູງ ມາ ມີ	55647520		
4						
5	Mr. Khamathideth MANLKHAM	Officer	DOT, MPWT	55914948		
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**Report on
the 41st JASIC Asia Expert Meeting
(1958 Agreement and MRA)**

Replaced due to editorial correction: March 31, 2016

Revised: October 6, 2015

Drafted: September 15, 2015

Date: Friday, September 11, 2015, 13:30-16:30

Place: Meeting Room No.1, MPWT, Vientiane, Laos

Participants:

Laotian side: About 20 people attended the meeting, including:

Mr. Bouaphet SAYASANE, DDG, DOT,

Mr. Vilayphanh SAYAVONG, Director of Division,

Mr. Khamathideth MANIKHAM (MC), from the Ministry of Public Works and Transport (MPWT),
MOIC, and others.

Japanese side: Mr. Korenori (JASIC Jakarta), Mr. Ueno, Ms. Toba (JASIC)

Overview

- First, Mr. Bouaphet Sayasane (Deputy Director General, DOT (hereafter "DDG")), gave an opening speech. JASIC expressed its gratitude to MPWT and other attendees for their participation in the meeting.
- Next, Mr. Ueno presented the activities of JASIC and the activities of WP.29 and Ms. Toba described the basics of the 1958 Agreement. After a Q&A session, Mr. Korenori, the Chief Representative of JASIC Jakarta Representative Office, briefed how Japan has worked on the introduction of UN Regulations into Japan. Mr. Ueno gave further explanation of the 1958 Agreement in the form of answers to frequently asked questions. A Q&A session followed.
- The audience appreciated the easy-to-understand presentation of the agreement, given as a first-time experiment, in the form of answers to frequently asked questions. They also welcomed the lecturers' comment with sympathy when they said there was no need to rush, taking their time and working step by step, they would make it.

Details of the lectures and Q&A

Introduction of JASIC and the Outline of WP.29 Activities (Mr. Ueno)

Basic Outline of the 1958 Agreement (Ms. Toba)

Q1: Working as a facilitation specialist at the Ministry of Industry and Commerce (MOIC), I find the automotive industry one of the critically important fields and that's why I joined the meeting today. I have two questions. The first one is about the flexibility of the 1958 Agreement: I understand the UN Regulations apply to all

countries equally, but what are advantages for an emerging country like Laos of acceding to the 1958 Agreement? The second is about COP: The manufacture of motor vehicles today is not necessarily completed in a single country, and especially so in Asia. Japan and Thailand are already the Contracting Parties to the Agreement, but Laos isn't. Supposing a manufacturer headquartered in Japan produces (the same model of?) vehicles in Thailand and Laos, assembling them in each country, does the vehicle have to have the test as different models? Is there any provision in the Agreement that says, for instance, that, if 70% or more of the parts are produced in the Contracting Party, then the vehicle is considered as one produced in that country?

A1: The first question: I understand your concern about the flexibility of the 1958 Agreement. For an emerging country, it would be very difficult to meet international regulations at the most stringent level. I understand your wishes that they be relaxed a little. It's in consideration of such a situation that we are currently discussing an amendment of the 1958 Agreement. On the WP.29 side, too, they wish that emerging countries join the forum more actively and they are working to promote Asian countries' participation and, to make it happen, try to make the 1958 Agreement more attractive.

One of those efforts is moves to accept approvals under older versions. For example, R13H, the Regulation on brakes, currently accepts only XX series, the latest version, but discussion is under way to approve mutual recognition between older versions. Considering these movements, I think the 1958 Agreement will become more flexible than before.

The second question is interesting, too. I'm not from the certifying authority, but there's no provision about the fragmentation of production. If it's a manufacturer who manufactures both in Japan and Laos, for instance, as Toyota Japan and Toyota Laos, and gets approval for vehicles they produced, respectively, then they will have to have separate tests (i.e., twice). But if you say Toyota Japan produces the same vehicle in its plants in Japan and Laos, and the specs are completely the same, then you choose a worst case vehicle and test it. The certifying authority can attend the test, so they come and make sure they are the same type.

Q2: My question relates the one you've just answered: If Laos joins the 1958 Agreement, does that give any advantage to Japanese manufacturers? Does that create any attracting factor?

A2: I'm not sure if I understand the point of your question correctly, but your accession to the 1958 Agreement is surely welcome to manufacturers. Maybe there isn't any automaker in Laos, but I've heard there are parts manufacturers like tires who export them to other countries. Such manufacturers might be now testing their tires under a Laotian certification test of its own and then sells them abroad, but, once you get an approval under a UN Regulation, you'll have an advantage of being able to export your tires abroad as they are.

Q3: If we join the 1958 Agreement, does that mean we have to adopt all the UN Regulations?

A3: No. Even if you join the Agreement, it's up to you which UN Regulations you'll choose to adopt. It's not a system where you'll have to accept all the Regulations automatically. Each country first decides which Regulations they'll adopt, then they'll have to accept the approvals other countries have granted for the same Regulation. So, if you want to preserve a standard of your own, then you may choose not to adopt the UN Regulation relevant to that standard. On the other hand, if a Laotian tire manufacturer wants to sell its tires in other countries, too, then it would be desirable for such a manufacturer that Laos adopt the UN Regulations on

tires and mutually accept approvals with other countries.

(After a break)

Q4: There are only two countries in the ASEAN region that have joined the 1958 Agreement and Laos hasn't, either. What kind of process should we follow in considering the question of accession? What are the specific procedures to follow in joining the Agreement? And even though you say it doesn't cost much joining the Agreement, the automotive industry in Laos isn't so big yet, with only a couple of assembly shops, if any. Is it really worth joining the Agreement in such situation?

A4: The way you join the Agreement varies from a country to another. One thing I can say is it's an international treaty, so you'll need to get the approval of your national assembly or the like. You'll have to get a consensus within the country and then notify the UN secretariat through the channel of the Ministry of Foreign Affairs. The way you make it varies with the country. Other Asian countries have asked the same question. We have given guidance to the Philippines and Indonesia in response to such consultation. If Laos is interested in joining the Agreement, we are willing to help you in developing a road map and so on.

As to the second question, I understand the point of your question is if there's any advantage in acceding the Agreement even for a country with hardly any automotive industry. My answer is Yes. Even if you have only a small number of vehicles produced, you can find advantages in joining the Agreement and these advantages grow bigger as your production increases. This is an investment for your future growth. This will give you a foothold in the international competition.

Q5 (translated from Lao into English by the MC): (1) Laos is an ASEAN member country and, as to the 19 Regulations for ASEAN MRA, we are going to have to tackle harmonization issues together in the years to come. For now we have domestic regulations, but how should we proceed to introduce UN Regulations into domestic regulations? What's the efficient way to do so?; (2) After adopting the 19 Regulations for ASEAN MRA, how will it be like when exporting relevant parts abroad? How should we test when there's a difference in their quality between country A and country B?

A5: I don't know details as to ASEAN MRA, but there's many ways you can adopt UN Regulations. One is where you simply accept approvals granted by other countries, while preserving your domestic standards. Then your manufacturers may continue making products that meet the domestic standards. Another is where you replace all domestic regulations with a set of UN Regulations. I've heard that ASEAN MRA consists not in mutually accepting approvals but in mutually accepting test reports, but the 1958 Agreement is a system of mutual recognition of approvals. If ASEAN MRA expands in the future and mutually accepts not only test reports but also approvals, then you'll have greater advantages in being a member of the 1958 Agreement.

Q6: A bit of confirmation: What's the difference between mutually accepting test reports and mutually accepting approvals?

A6: A test report tells only the results of a test on a representative model of vehicle, while a type approval includes not only the vehicle tested but also COP of all vehicles of the same type. How can the certifying authority make sure that vehicles on the market are the same as vehicle in the test report? Without the COP system, once you

passed the test, you can't tell even if the manufacturer puts vehicles of inferior quality on the market. Granting an approval means guaranteeing the quality of all vehicles of the same type sold on the market, guaranteeing the quality of all vehicles available on the market.

Q7: Does that mean you need approval either importing or exporting parts and not accepting those without approvals?

A7: Of course you can still import and export such parts, but the first thing you do after joining the Agreement and adopting a UN Regulation is ask that relevant imported parts be approved under the UN Regulation.

Q8: I understand acceding to the 1958 Agreement gives advantages to Laos. The number of vehicles we produce in Laos is still small, but can I understand that, if we join the Agreement, we can ask certificates of approval for vehicles to be imported from other countries?

A8: Once you join the Agreement, not only can you ask certificates of approval from other countries, you'll see also domestic products exposed to competition with foreign products. Since a Contracting Party can choose for itself which UN Regulation to adopt, you can adopt first Regulations you are sure you can be competitive under. If you want to avoid imported goods from driving a certain category of national products out of your market, you can choose not to adopt relevant Regulations for the time being, preserving standards of your own. I don't think of any disadvantage in signing the 1958 Agreement as long as you choose correctly Regulations to adopt.

Japan's Experience on alignment of UN Regulations in national law (Mr. Korenori)

- Mr. Korenori explained in what order and how Japan has so far adopted UN Regulations.
- After the accession to the 1958 Agreement in 1998, Japan has been working to harmonize domestic regulations with UN Regulations by phasing them in the domestic legislation. In selecting Regulations to adopt, we try to adopt and introduce first those which aren't likely to give negative impact on the national conditions (compromising safety, making sore vehicle prices on the market, etc.), while listening to the related industries' opinions.
- Once selected, we check them in detail against the current domestic regulations and, if necessary, propose the amendment of national regulations or UN Regulations. If Japanese regulations are more stringent than the current UN Regulations, we propose amendments with technical grounds and, after they are reflected, adopt the UN Regulation as a domestic regulation.
- Till 2006, every time the adopted UN Regulation is amended, we translated the amendment and amended the domestic regulation accordingly. As the number of adopted Regulations increased, however, it became more and more difficult and troublesome for us to reflect the amendments to those UN Regulations adopted at WP.29 meetings held three times every year. So, after 2006, we simplified our procedure for amending domestic regulations by indicating the number of the UN Regulation in the domestic regulation and thereby directly quoting the original text. As of the end of 2014, we had adopted 54 Regulations and will have adopted more than 60 Regulations by the end of this year.
- As the number of adopted Regulations increased, especially those of collision safety-related Regulations, we have seen the number of traffic deaths in Japan turn to a decrease. This is what Japan has experienced, but the outcome

might vary from a country to another. In Indonesia, for example, there are many fatal accidents involving motorcycles. So, by introducing the safety Regulations on motorcycles, we can expect improvements on the safety of these road users. I guess what's important is to know the realities of traffic accidents first in each country.

Q1: Are you sure the decrease in deaths from traffic accidents was the result of introduction of UN Regulations?

From my experience from visit to Japan, I think the use of public transportation has much to do with it. Don't you think you should also take into account the rate of use of public transportation other than motor vehicles?

About the figure surrounding the Road Traffic Act in page 5: How much budget do you put into it? How many resources do you allocate to the introduction into domestic legislation, in terms of money and manpower? And what order of priority do you think you should give to those resources?

A1: For now I don't have any such statistics as MLIT's budget at hand. Let me check and tell you later by an email.

As to motor vehicle registration system and inspection system, there are 50 or so inspection centers across the prefectures and you can have your vehicle regularly checked anywhere.

Observation of the 1958 Agreement from FAQs (Mr. Ueno)

There's a set of frequently asked questions in the seminars of this kind we hold in ASEAN countries, so I'd like to pick up most pertinent ones and answer them so I can help you understand the Agreement easier.

Q1: What's the 1958 Agreement?

A1: There are two main purposes.

One of the main purposes is to develop UN Regulations. With UN Regulations, we can simplify the use of vehicles and parts in multiple member countries. By harmonizing specifications, we can unify automotive specifications among the member countries.

Another purpose is to implement a system of mutual recognition of approvals under the UN Regulations. MRA is an international system among the member countries that allows multiple member countries share and mutually recognize approvals at one single test.

Q2: What kind of rights and obligations are assigned to the Contracting Parties to the 1958 Agreement ?

A2: Rights: You can vote at WP.29, choose and adopt UN Regulations, issue approvals under the Regulations you have adopted, etc.

Obligations: You have to accept approvals issued by other countries under the same Regulations, respond to cases of non-compliance with COP and UN Regulations.

Q3: Does the Contracting Party accede to the 1958 Agreement need to have testing facilities?

A3: Not necessarily. You can use third-party services or manufacturers' facilities. You can even choose to accept other countries' approval and not to issue your own. Keep in mind that whether or not you have test services of

your own doesn't influence your accession to the Agreement.

Q4: Does a Contracting Party to the 1958 Agreement have to apply all of the UN Regulations?

A4: No. It's up to the Contracting Party which and how many Regulations it applies. You can join the Agreement even if you don't apply any Regulation (technically at least, though there would be no interest doing so). The slide 15 shows an example of how the Contracting Parties actually have applied the Regulations. Mutual recognition works only between countries that have applied the same Regulations.

Q5: What kind of UN Regulations should we apply?

A5: Prioritize among regulations considering your country's situation. There's no need to rush, you can go through step by step. By your country's situation, I mean, for instance, the country's traffic situation (large percentages of motorcycles, large-size vehicles, etc.), accidents statistics, the government's policies (promoting EVs, etc.), etc. If you fit tires manufactured in Laos to vehicles in assembly plants in Laos and export them abroad, you can apply tire-related Regulations so you can export them more easily to countries that have applied the same Regulations.

Q6: What are the merits of acceding to the 1958 Agreement?

A6: Automakers can reduce costs and man-hours and users can buy vehicles at lower prices. For public services, it becomes easier to develop legislation and simplify certification procedure.

Q7: How much is the necessary cost on acceding to the 1958 Agreement?

A7: Nothing. There's nothing you have to pay for acceding to the Agreement.

Q8: How much is the necessary cost after the country becomes a Contracting Party to the 1958 Agreement?

A8: That depends on the country. Some countries may decide to develop test service facilities. Then they will need more expense for equipment investment. Some countries may decide to send members to every meeting held in Geneva. Then they will incur more traveling expense. Still you can dispense with test facilities and choose not to send your members to all of the meetings. Necessary cost varies depending on what aspects you emphasize.

Closing

DDG: We find that the meeting was a very effective one in enhancing our understanding of the 1958 Agreement. I think the last Q&A part was particularly informative. We'd like to expand the information across the ministry. As to the adoption of UN regulations, I guess there's much to study and discuss. We expect Japan's continued assistance in the future, too, on this issue. Thanks to everyone.

