
***The 48th Asia Expert Meeting on UN Regulations Related to;
The 1958 Agreement***

Date : February 8th, 2017 (Wednesday)
Place : Ministry of Industry, Myanmar

Registration

13:00 -13:10 (10) Opening Address: from Myanmar

13:10 - 13:15 (5) Message : from JASIC

13:15 - 13:55 (40) Basic Outline of the 1958 Agreement (30)

: from Mr. Ryuzo OSHITA

Q & A & Discussion (10)

13:55 - 14:35 (40) Observation of the 1958 Agreement from FAQs (30)

: from Mr. Ryuzo OSHITA

Q & A & Discussion (10)

14:35 – 14:50 (15) Break

14:50 - 15:30 (40) Japan's experiences on alignment of UN Regulations in national law (30)

: from Mr. Takeshi KORENORI

Q & A & Discussion (10)

15:30 - 16:00 (30) General Q & A

16:00 – 16:10 (10) Closing Address: from Myanmar

Expert Meeting

Outline of the 1958 Agreement Rev.3

February 8, 2017

Ryuzo Oshita

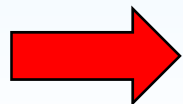
JASIC



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”**

Contents

1. History
2. Contracting Parties to the 1958 Agreement
3. Structure of the 1958 Agreement
4. Principal elements of the 1958 Agreement
 - 4-1. UN Regulations
 - 4-2. UN Type Approvals
 - 4-3. Conformity of Production
5. Useful information

1. History

In 1953 Establishment of UN/ECE/WP.29

In 1958 The 1958 Agreement was concluded

In 1959 The 1958 Agreement entered into force

In 1987 JASIC was established

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

In 1995 The revised 1958 Agreement (Rev.2) 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”

In 2010-2016 Discussion of IWVTA

(Revision 3 of the 1958 Agreement and UN Reg.0)

In June 2016 The 1958 Agreement Rev.3 was agreed at WP.29

In Sep. 2017 The Revision 3 of the 1958 Agreement enters into force

In Nov. 2017 UN Reg.0 to be agreed at WP.29 (enters into force in Nov.2018⁴)

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

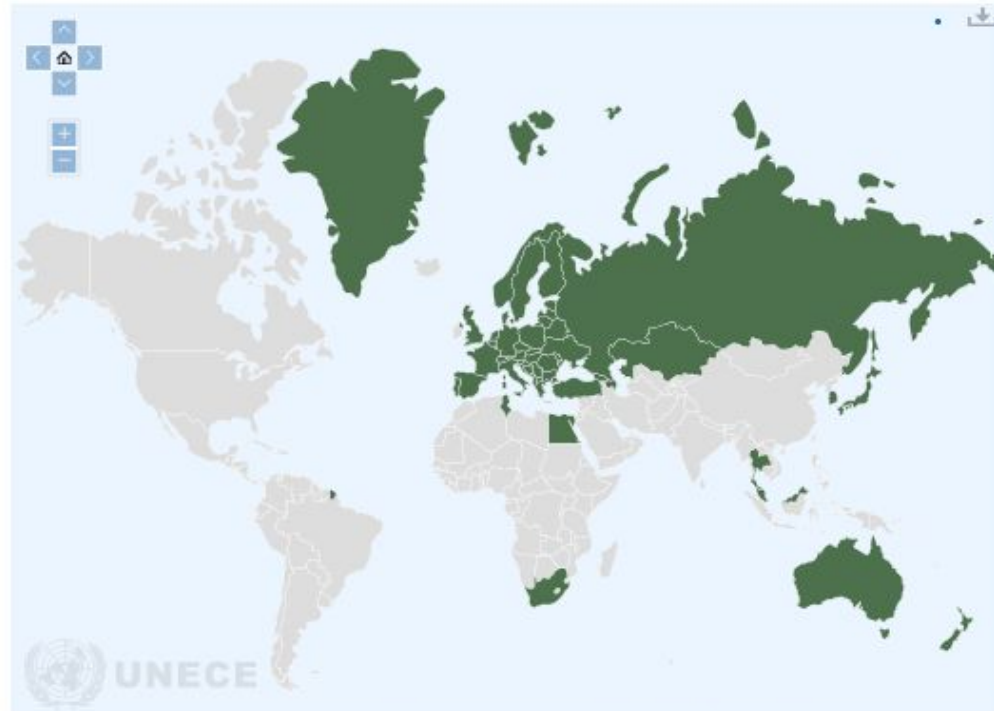
Since 1977 Japan started participating in WP.29 regularly as observer

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

- Establishment of IWVTA system
- majority vote of 4/5, etc.

2. 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

51 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, Republic of Moldova, Romania, Russian Federation, San Marino, 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 Nov. 2016
54 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)**

3. Structure of the 1958 Agreement

Text of the 1958 Agreement

Appendix: Composition and Rules of Procedure of the Administrative Committee

Schedule of Administrative and Procedural Provisions

Schedule 1: Conformity of production

Schedule 2: Assessment, designation & notification of technical services

Schedule 3: Procedure for UN type approvals

Schedule 4: Numbering of UN type approvals

Schedule 5: Circulation of approval documentation

Schedule 6: Procedure for resolving interpretation issues

Schedule 7: Procedure for exemption approvals on new technologies

Schedule 8: General conditions for virtual testing methods

ANNEX (Regulations) - Addendum to the 1958 Agreement

No.0 WVTM: Vehicle approval requirements (New UN Regulation)

No.1

⋮

No.142 Tyre Installation

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ The UN Regulation shall cover the following

(Article 1 para.2):

- (a) Wheeled vehicles, equipment or parts concerned;
- (b) Technical requirements, which shall be performance oriented wherever appropriate and not design-restrictive;
- (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.
- (f) An information document

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ The procedure to establish a new UN Regulation

Voting procedure (Appendix 1, Article5)

- A quorum : not less than half of the Contracting Parties
- Each Contracting Party shall have one vote (EU has 28 votes.)
- The New Draft Regulation is established by a four-fifths majority of those present and voting

Adoption procedure (Article1, para.2, 3 and 4)

- The established UN Regulation shall be communicated to the Secretary-General of the United Nations.
- The Secretary General shall give notification of this UN Regulation to the Contracting Parties.
- The UN Regulation will be adopted unless, within a period of six months, more than one-fifth of the Contracting Parties have informed the Secretary General of their disagreement with the UN Regulation
- The Secretary General shall notify the Contracting Parties of the adopted UN Regulation

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ The procedure to amend the existing UN Regulation

Voting procedure (Appendix 1, Article 6)

- A quorum: not less than half of the Contracting Parties applying the UN Regulation
- Each Contracting Party applying the UN Regulation shall have one vote (EU has 28 votes)
- Draft Amendments to the UN Regulation is established by a four-fifths majority of those present and voting

Adoption procedure (Article 12, para.1)

- The amendment to the UN Regulation shall be communicated to the Executive Secretary of UNECE. The Executive Secretary of UNECE shall give notification of this amendment to the Contracting Parties applying the UN Regulation and Secretary-General of the United Nations.
- The amended UN Regulation will be adopted unless, within a period of six months, more than one-fifth of the Contracting Parties applying the UN Regulation have informed the Secretary-General of their disagreement with the amendment.
- The Secretary General shall declare the amendment as adopted

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ Time frame to develop a new UN Regulation or to amend the existing UN Regulation

Example of GRSG (Subsidiary Working Party considering general safety)

event	Type of a document	Note
Submission of draft proposal to the 110 th GRSG in April, 2016	Informal document GRSG-110-xx	Informal document can be submitted by any member
6 months		
Submission of final proposal to the 111 th GRSG in October, 2016	Working document ECE/TRANS/WP.29/GRSG/ 2016/yy	Final proposal must be sponsored by a Contracting Party
5 months		
Submission of final proposal to the 171 th WP.29 in March, 2017 for adoption	Working document ECE/TRANS/WP.29/2016/zz	To be adopted by four-fifths majority vote

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ The application of the UN Regulations (Article 1)

- The term "applying a UN Regulation" means that a UN Regulation enters into force for a Contracting Party.**
- Contracting Parties may keep their own national/regional legislation.**
- However, Contracting Parties shall accept, as an alternative to the relevant part of their national/regional legislation, UN type approvals granted pursuant to the UN Regulations applied in their country/region.**
- If they wish, they may substitute their national/regional legislation by the requirements of the UN Regulations they are applying, but they are not bound by the Agreement to do so.**

4. Principal elements of 1958 Agreement

4-1. UN Regulations

◆ The procedure to apply a UN Regulations

- There are 3 possibilities to officially apply a UN Regulation:
- (a) For the adoption procedure, a new UN Regulation will be considered as adopted unless, within a period of six months from its notification by the Secretary-General, more than one-fifth of the Contracting Parties have informed the Secretary-General of their disagreement with the UN Regulation. The adopted UN Regulation shall enter into force on the date specified therein for all Contracting Parties which did not notify their disagreement.
- (b) Following the entry into force of a UN Regulation, any Contracting Party not applying the UN Regulation may, at any time, notify the Secretary-General that it intends henceforth to apply it and the UN Regulation will then enter into force for this Contracting Party on the sixtieth day after this notification.
- (c) During the accession of any new Contracting Party as referred to in Article 6 of the 1958 Agreement the Contracting Party may, at the time of acceding to this Agreement, declare that it intends to apply (or not) certain UN Regulations.

4. Principal elements of 1958 Agreement

4-2. UN Type Approvals (Article 1, Schedule 3)

- 1. A manufacturer submits an application for UN type approval to the approval authority of a Contracting Party.**
- 2. The approval authority verify the compliance of a type of vehicle, equipment or part with the requirements of the given UN Regulation by means of appropriate tests performed on the vehicle, equipment or part which are representative of the type to be approved.**
- 3. The approval authority declares that a type of vehicle, equipment or part submitted by a manufacturer conforms to the requirements of the given UN Regulation**
- 4. The manufacture certifies that each vehicle, equipment or part put on the market were produced to be identical with the approved type. (COP: Conformity of Production)**

4. Principal elements of 1958 Agreement

4-2. UN Type Approvals (Article 3)

◆ Mutual recognition of UN type approvals

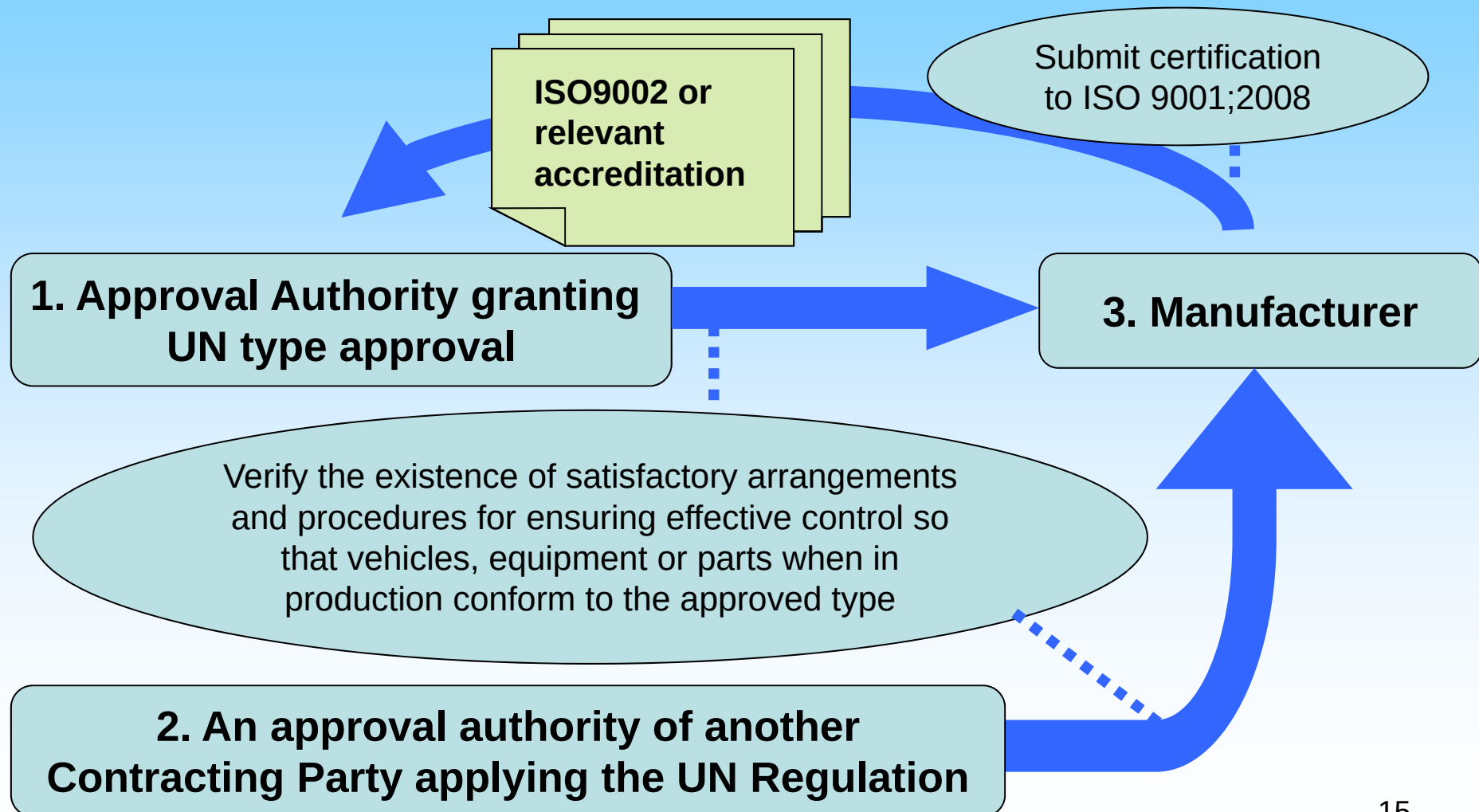
1. Wheeled vehicles, equipment or parts for which type approvals have been issued by a Contracting Party in accordance with Article 2 of this Agreement, shall be held to be in conformity with the relevant part of the national legislation of all the Contracting Parties applying the said UN Regulation.

2. Contracting Parties applying UN Regulations shall, by mutual recognition, accept for the placement in their markets, and subject to the provisions of Articles 1, 8 and 12 as well as any special provisions within these UN Regulations, type approvals granted pursuant to these UN Regulations, without requiring any further testing, documentation, certification or marking concerning these type approvals.

4. Principal elements of 1958 Agreement

4-3. Conformity of Production (COP); Schedule 1

◆ Initial Assessment <before granting type approval>

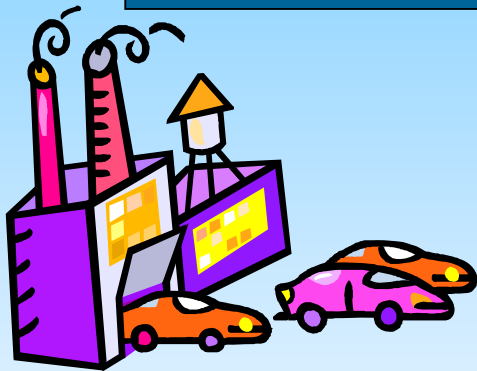


4. Principal elements of 1958 Agreement

4-3. Conformity of Production (COP) ; Schedule 1

◆ Continued verification arrangement <after granting type approval>

Manufacturer (holder of the approval)



Make available records of tests and checks and production records to the inspector

A minimum frequency of verifications : once every three years



Inspector
Approval Authority granting the UN type approval

Useful information

UNECE

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 Recommendations

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.

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' section. The left sidebar contains a navigation menu with categories like 'Transport', 'Agreements and Regulations', 'Reference Material', and 'Publications'. The main content area is titled 'Vehicle Regulations' and includes a description of the UNECE Transport Division's role, a 'Recent News' section with links to various agreements and resolutions, and a 'Publication' section. A pink arrow highlights the 'Publication' link in the 'Recent News' section, which leads to a detailed view of the 'World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It (June 2012)' publication. This detailed view includes a cover image of the publication and a brief description of its content.

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)

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.

Thank you for your attention



Expert Meeting

1958 Agreement FAQs

February 08, 2017

Japan Automobile Standards Internationalization Center



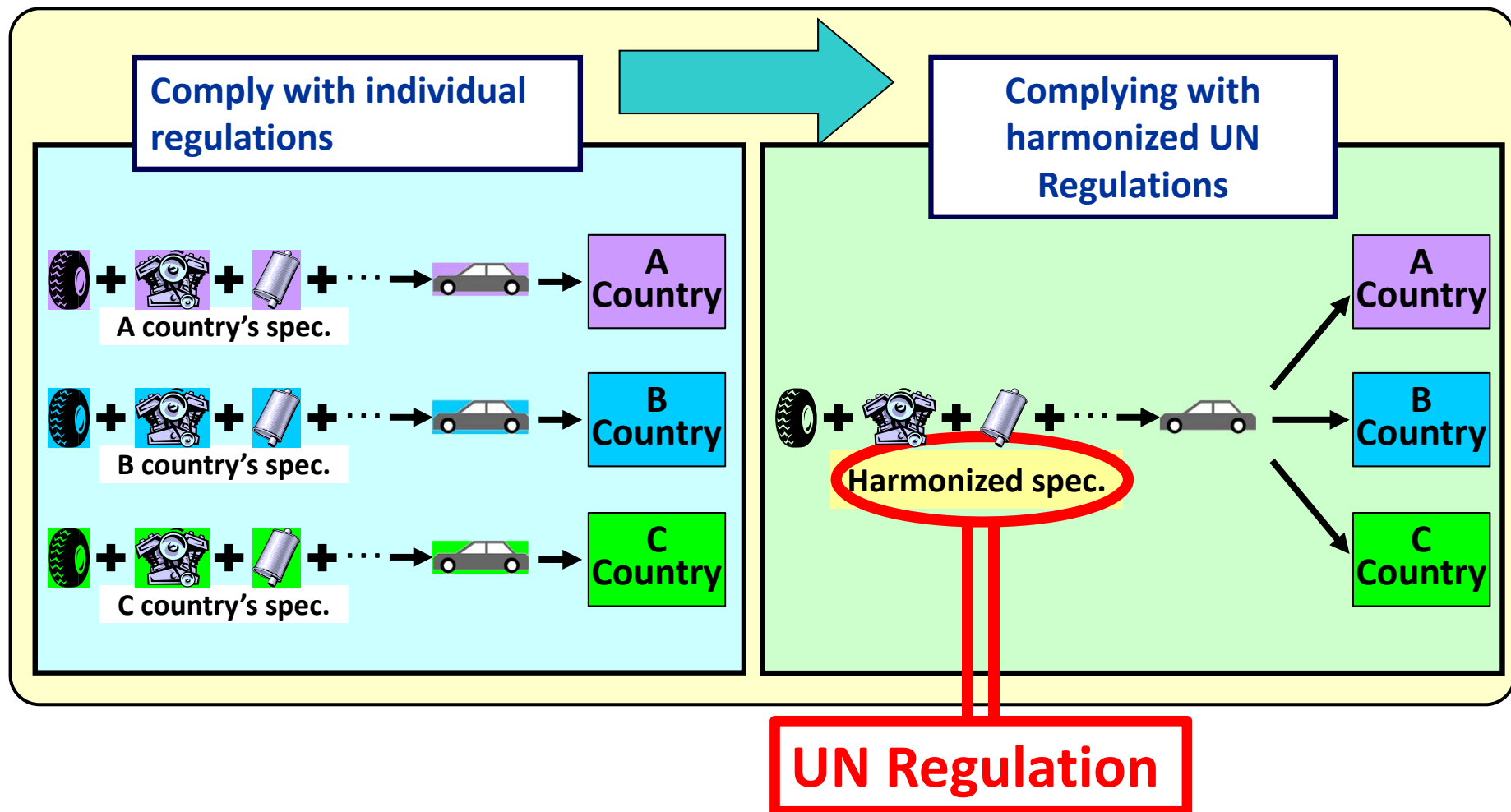
Q1. What is the 1958 Agreement ?

A1. Purpose of the 1958 Agreement;

- Harmonization of vehicle technical regulations by establishing UN Regulations for wheeled vehicles, equipment and parts
- Mutual recognition of type approvals issued pursuant to UN Regulations

UN regulations

UN Regulations have potential to unify specification of the Vehicle/Parts among the Contracting Parties to the 1958 Agreement.



Q1. What is the 1958 Agreement ?

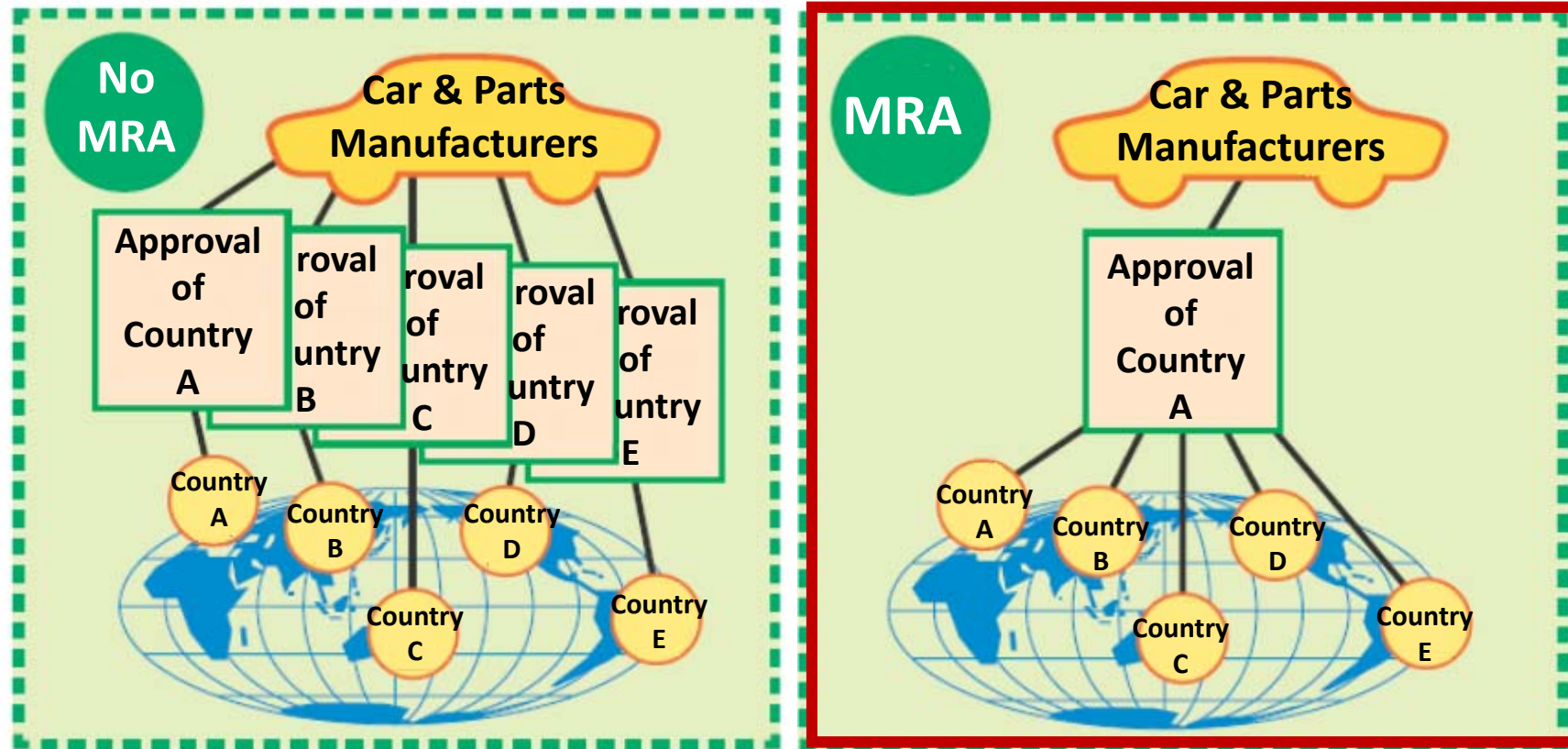
A1. Purpose of the 1958 Agreement;

- Harmonization of vehicle technical regulations by establishing UN Regulations for wheeled vehicles, equipment and parts
- Mutual recognition of type approvals issued pursuant to UN Regulations

Mutual recognition

UN type approvals granted pursuant to UN Regulations are mutually accepted by the Contracting Parties to the 1958 Agreement.

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

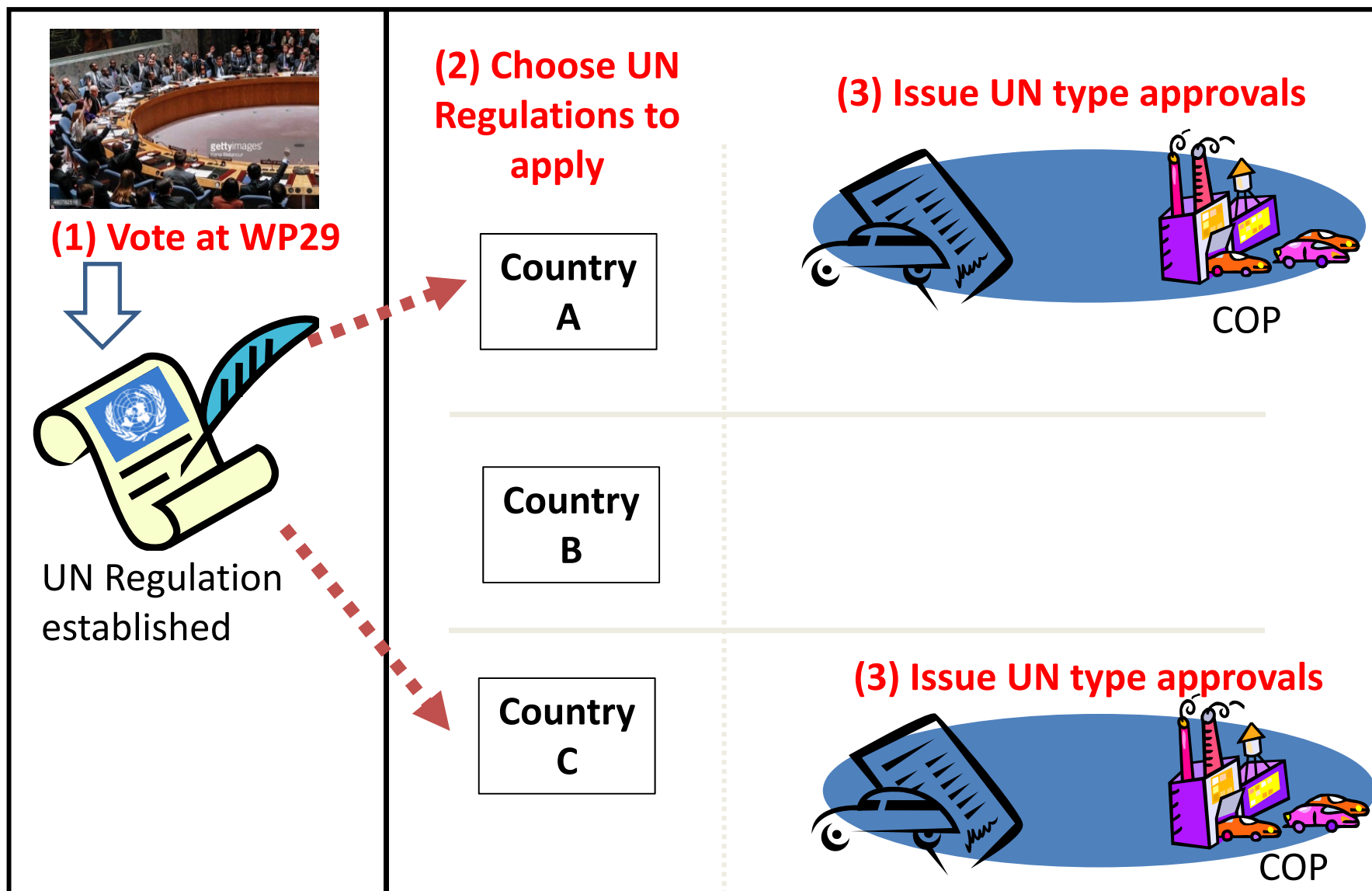
Rights

- (1) Vote on new or amended UN Regulations at WP29**
- (2) Choose UN Regulations to apply**
- (3) Grant type approvals pursuant to UN Regulations**

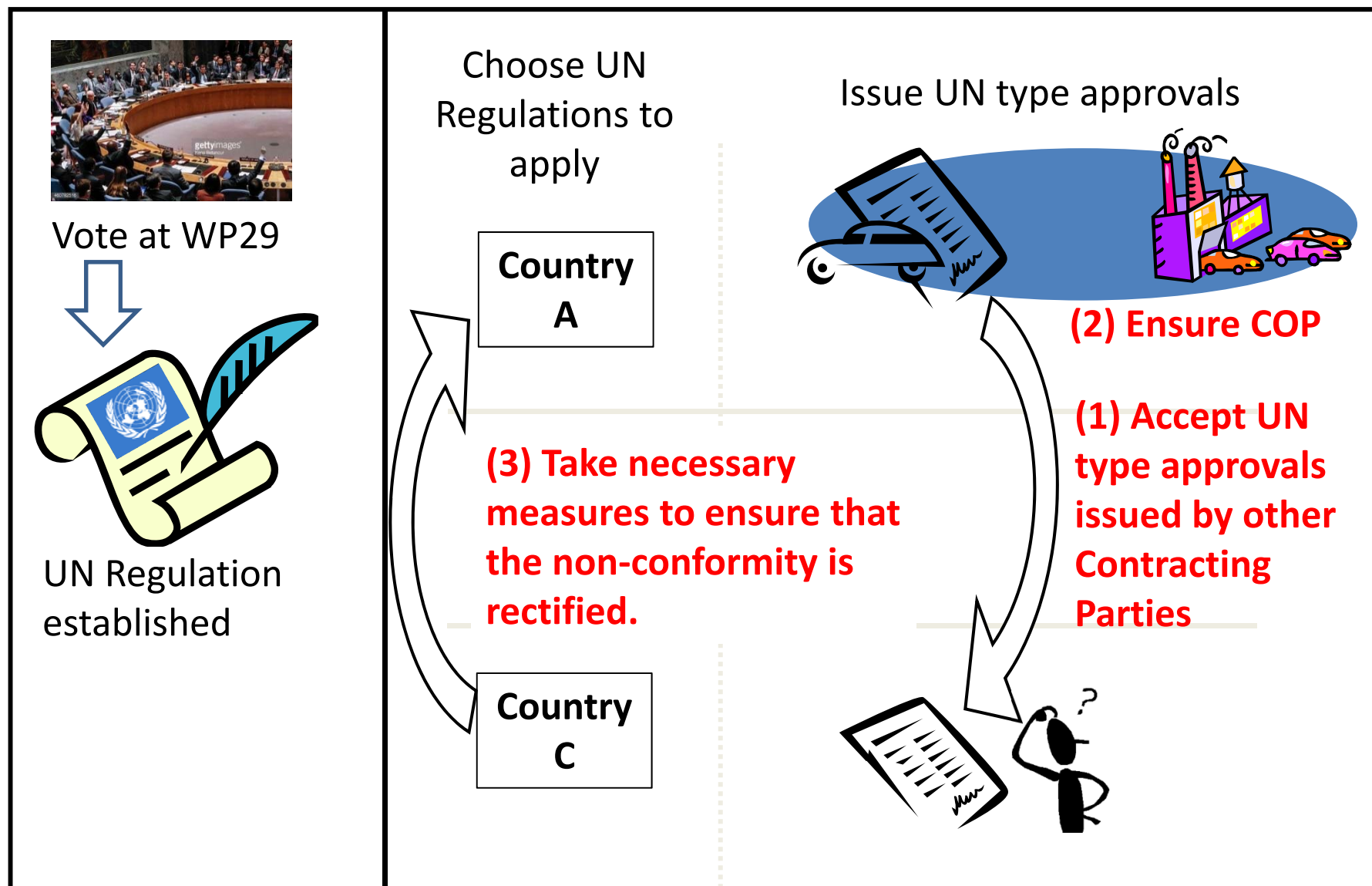
Obligations

- (1) Accept UN type approvals issued by other Contracting Parties to the 1958 Agreement**
- (2) Ensure Conformity of Production to the approved type**
- (3) Take necessary measures to ensure that the non-conformity is rectified.**

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



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



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

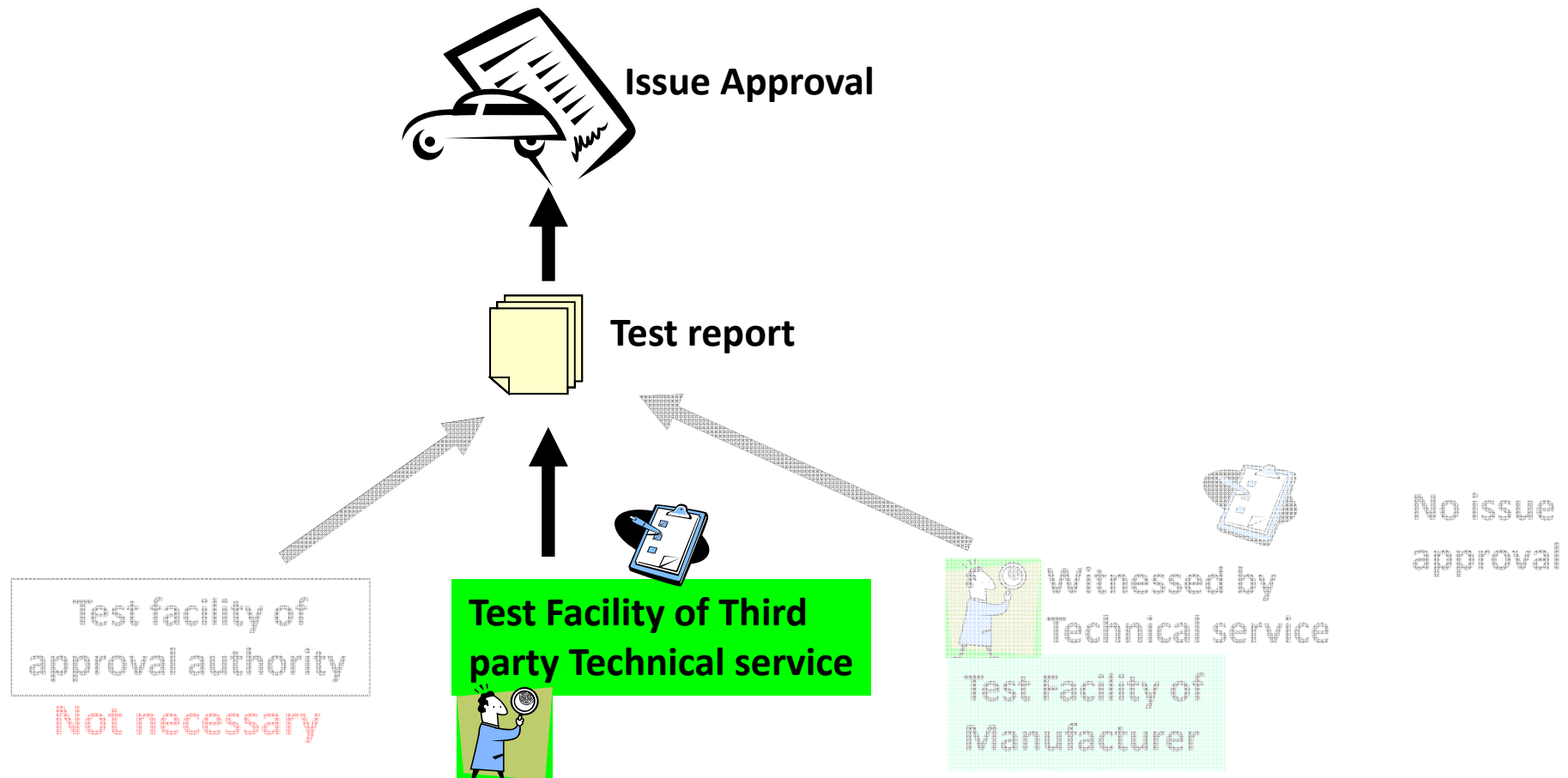
Not necessarily

Instead of having its own testing facilities, it can either;

- A) Use Third party Technical service, or
- B) Use test facility of a manufacturer, or
- C) Accept UN type approvals issued by the other Contracting Parties

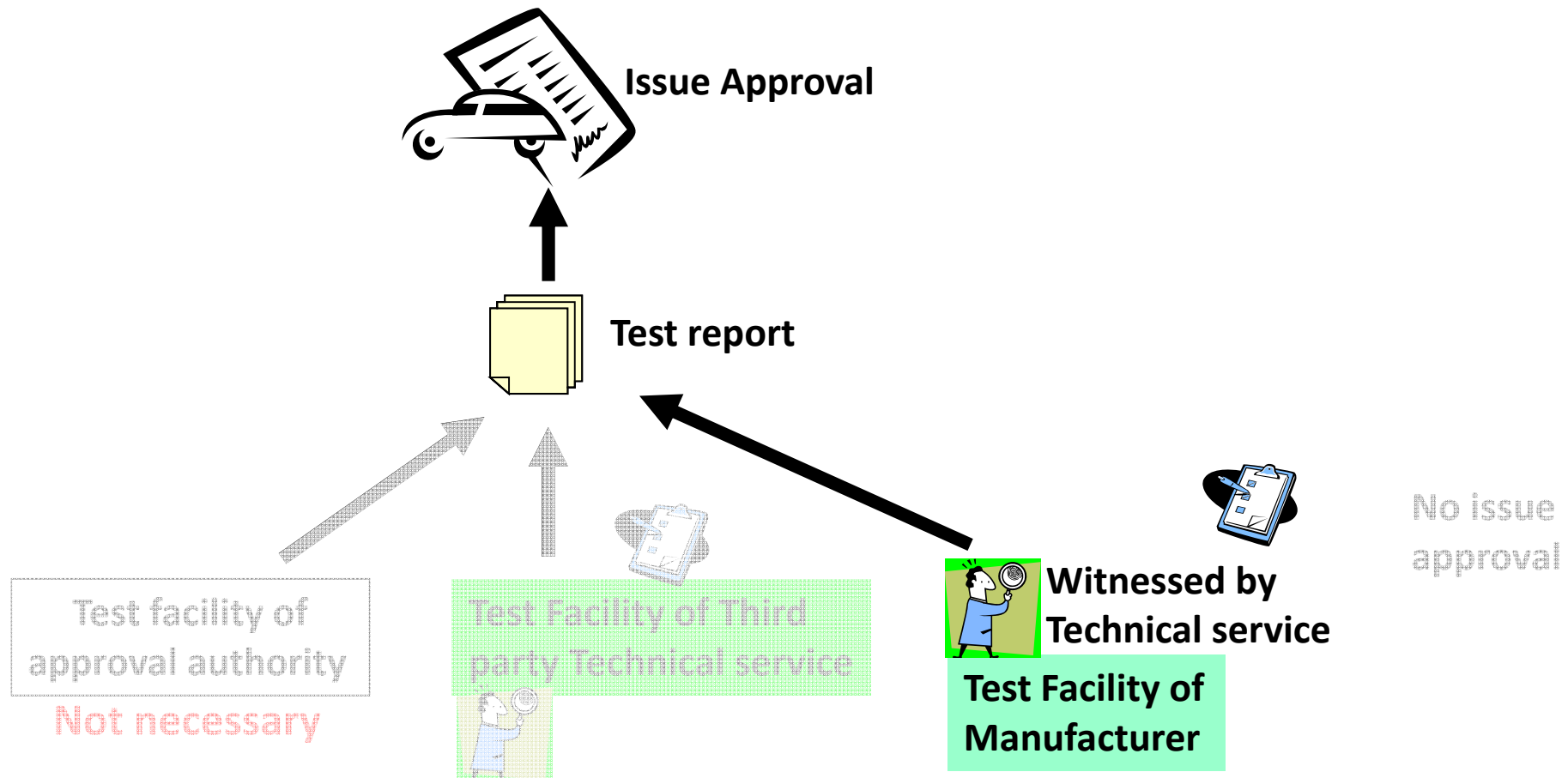
A) Third party Technical service

- 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.



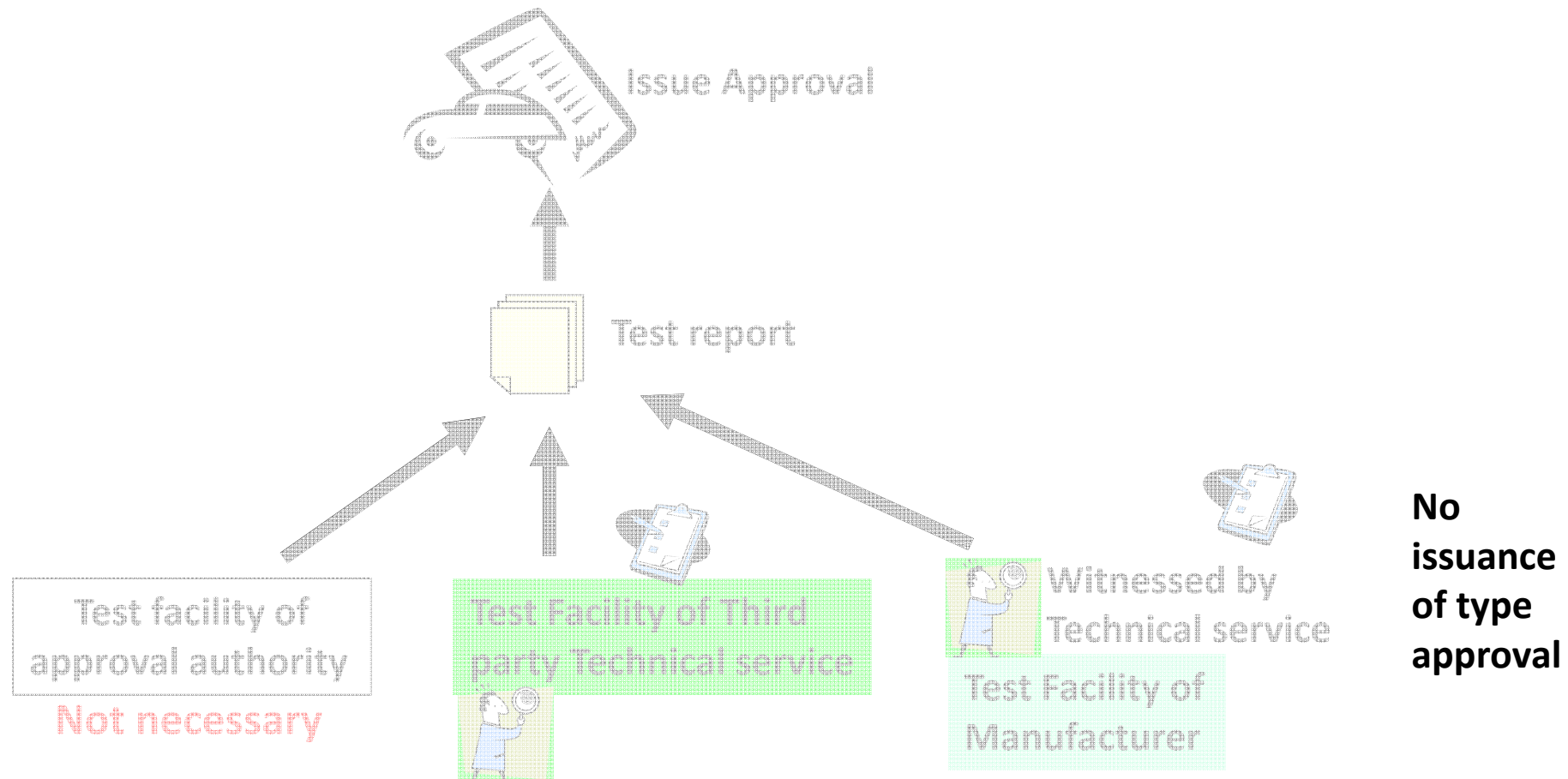
B) Test facility of the manufacturer

- An approval authority/ a Technical Service can conduct the test **using the test facility of the manufacturer** which applies for the type approval.



C) Accept UN type approvals issued by the other Contracting Parties

- The Contracting Party can decide not to grant any type approvals, and **only accept UN type approvals** 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

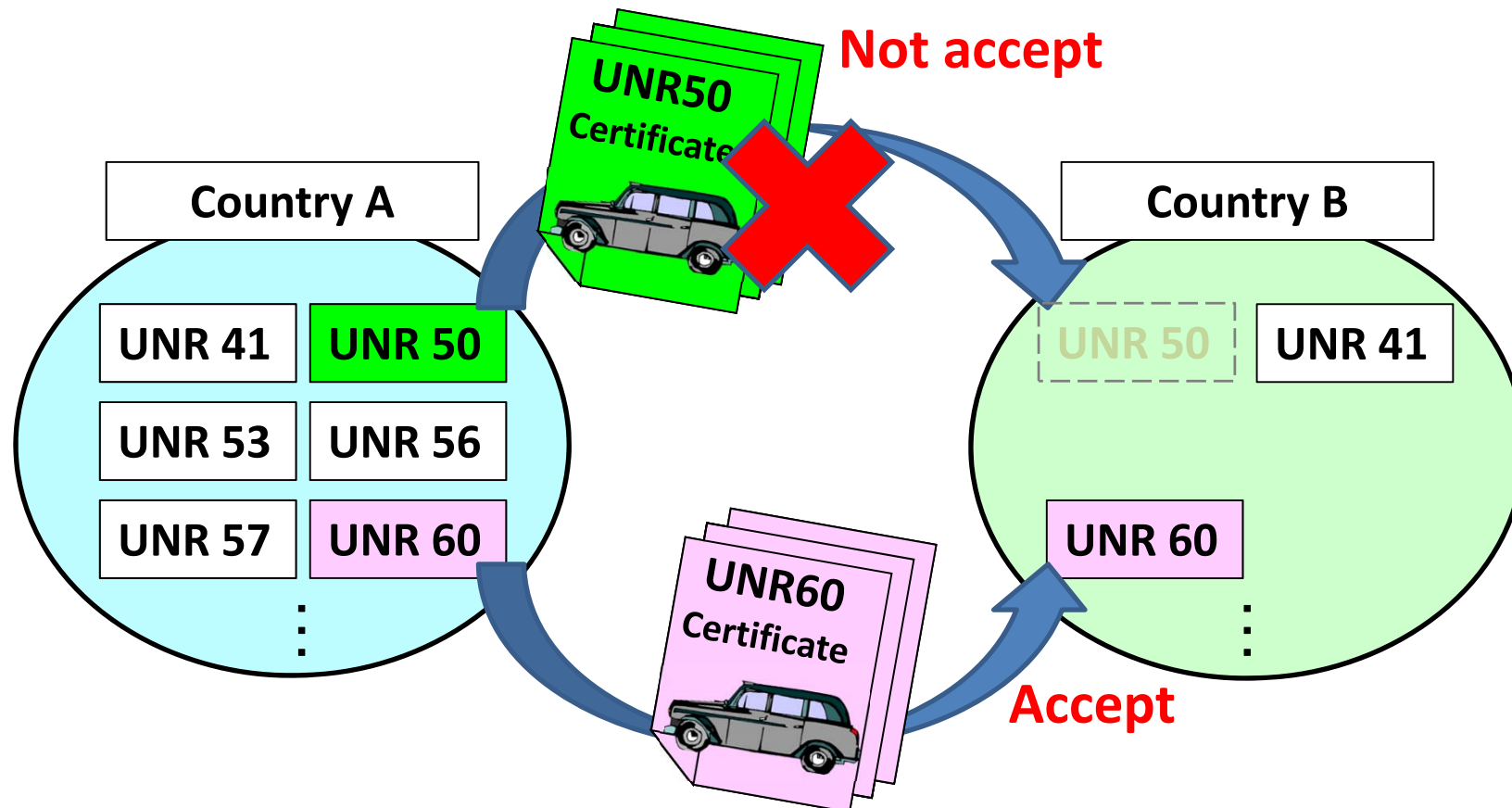
You can apply any UN regulations based on your country's situation.

Extract from the latest status report of 1958 Agreement ECE/TRANS/WP.29/343/Rev.23

[illegible]

When two countries apply the same UN Regulation $\Rightarrow$ MRA

The **mutual recognition of the approval (MRA)** is possible among the Contracting Parties only for the UN type approvals pursuant to UN Regulation(s) which the Contracting Parties apply in common.



Q5. What kind of UN Regulations should be applied ?

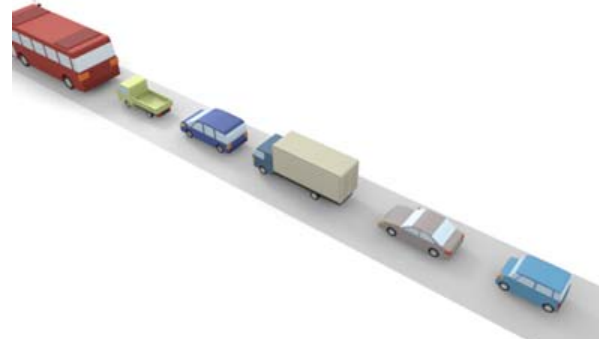
A5.

A Contracting Party should apply UN Regulations based on the country's safety, environment and/or other situation.

By prioritizing, UN Regulations can be applied **step by step**.

Country's situation

- Traffic conditions
- Analysis 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 cost

Manufactures (automakers, etc.)

- Unify vehicle specifications
- Reduce the cost by efficient development and production
- Reduce the cost by efficient type approval process

Government agencies

- Efficiency in making regulation
- Efficiency in the type 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 the current situation and future direction of your country. (has an intention to build all the testing facilities in your country?)

Q9.

When the revision 3 of 1958 Agreement and IWVTA (International Whole Vehicle Type Approval) become effective?

	2016	2017	2018
58 Agreement Revision 3	Agree at WP29 2016/6 ★	UN Notification 2016/12 ★ Legal procedure	Entry into force 2017/9 ★
UN Reg.0 (IWVTA)			Agree at WP29 2017/11 ★ Legal procedure
			Adopted 2018/6 ★

Japan's experiences on transposition of UN Regulations into national legislation

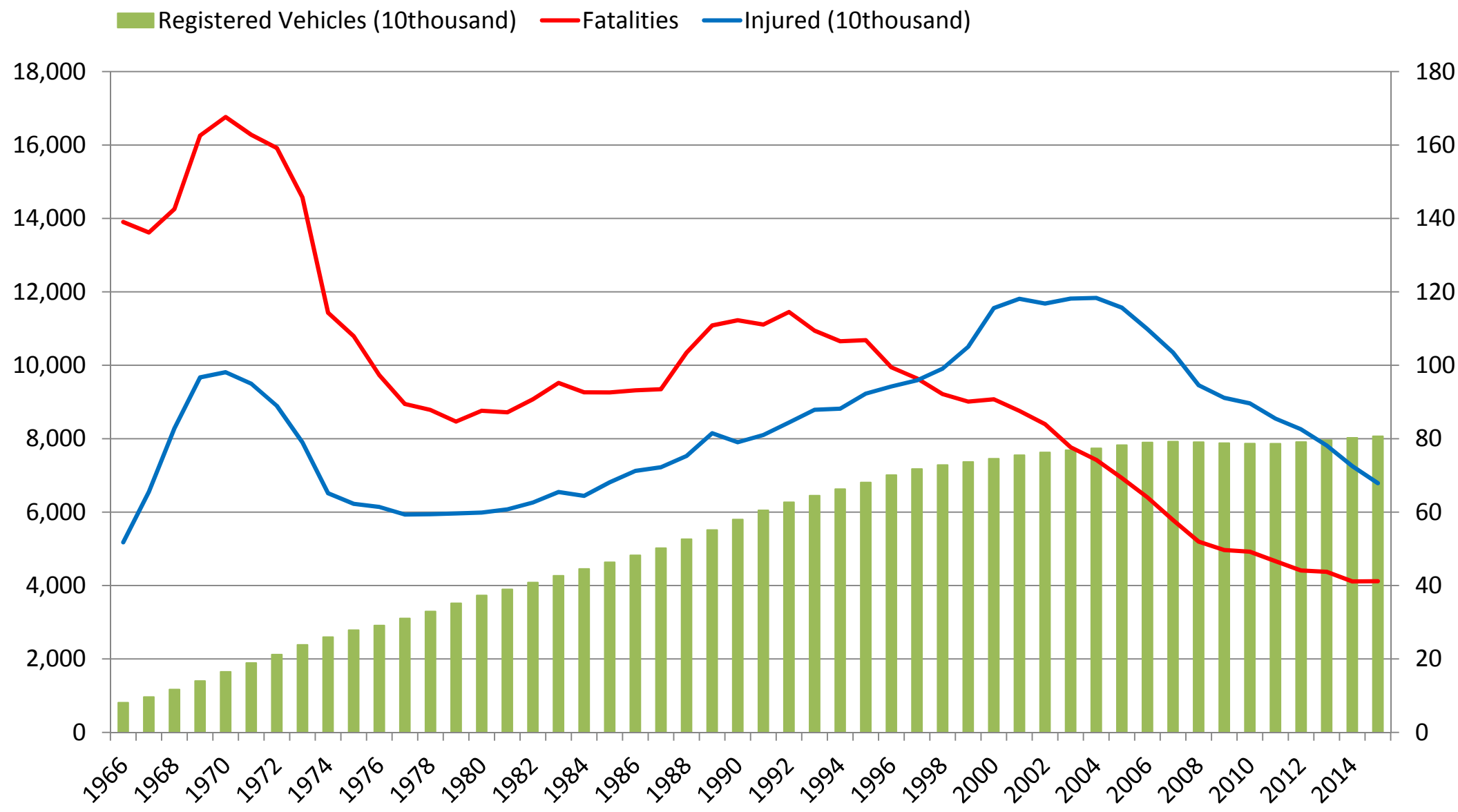
February, 2017

Japan Automobile Standards Internationalization Center



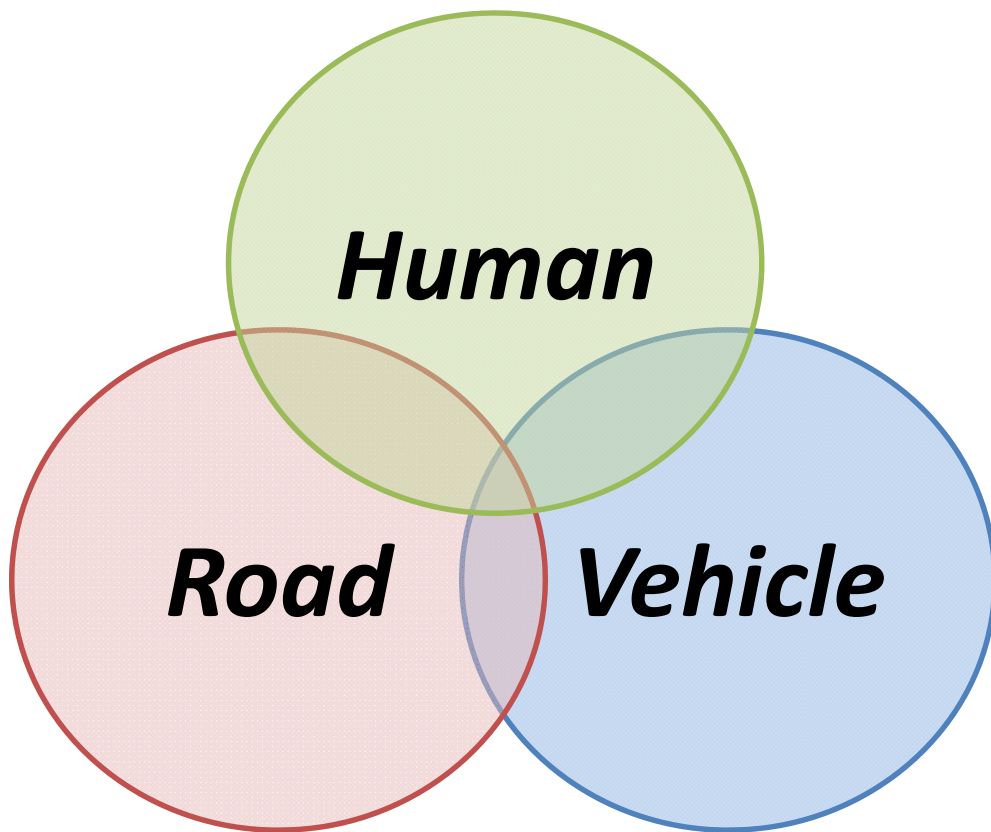
Transition of fatalities and registered vehicles in Japan

Transition of fatalities and registered vehicle



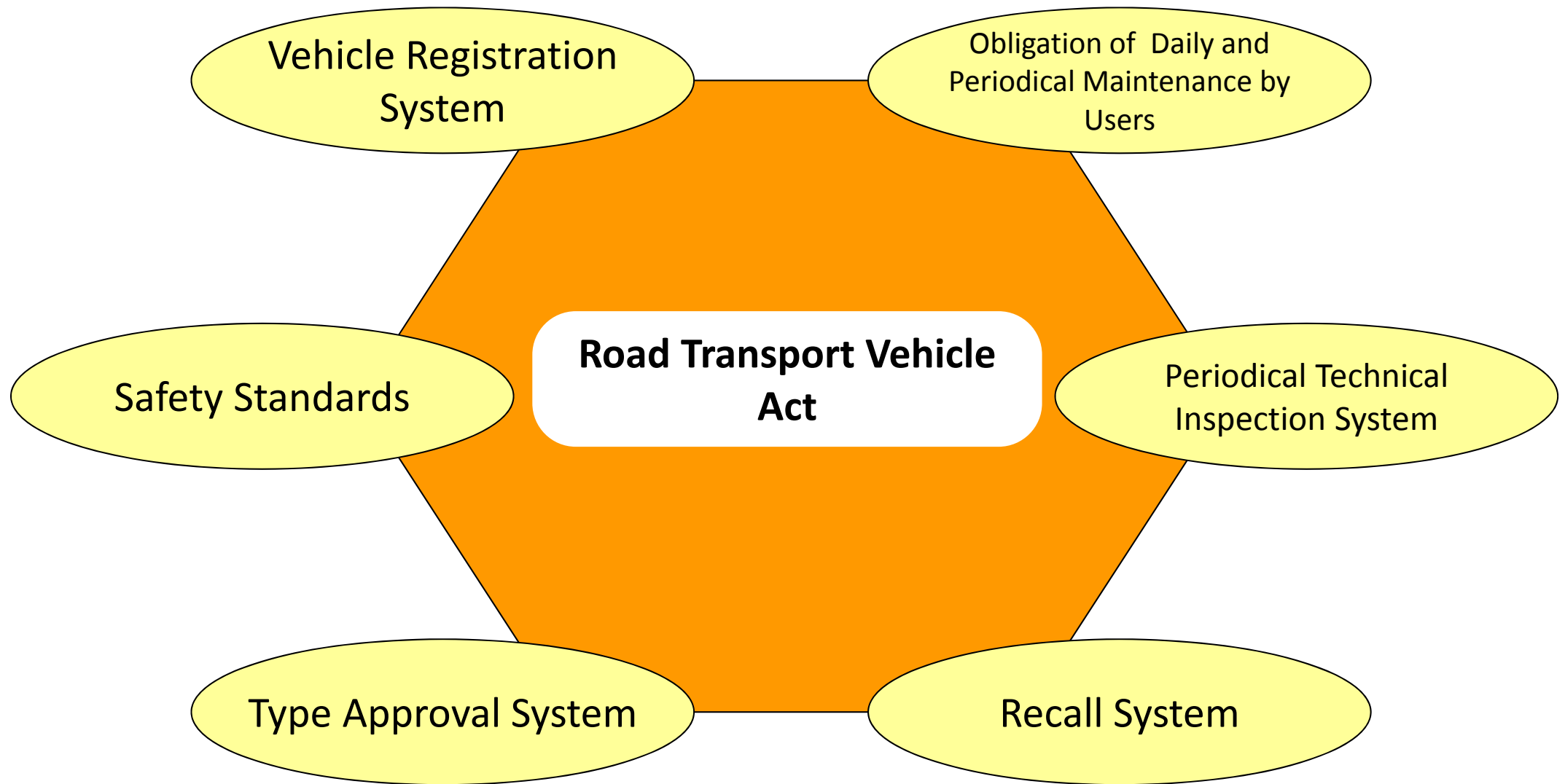
Three groups of road traffic safety measures

- 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

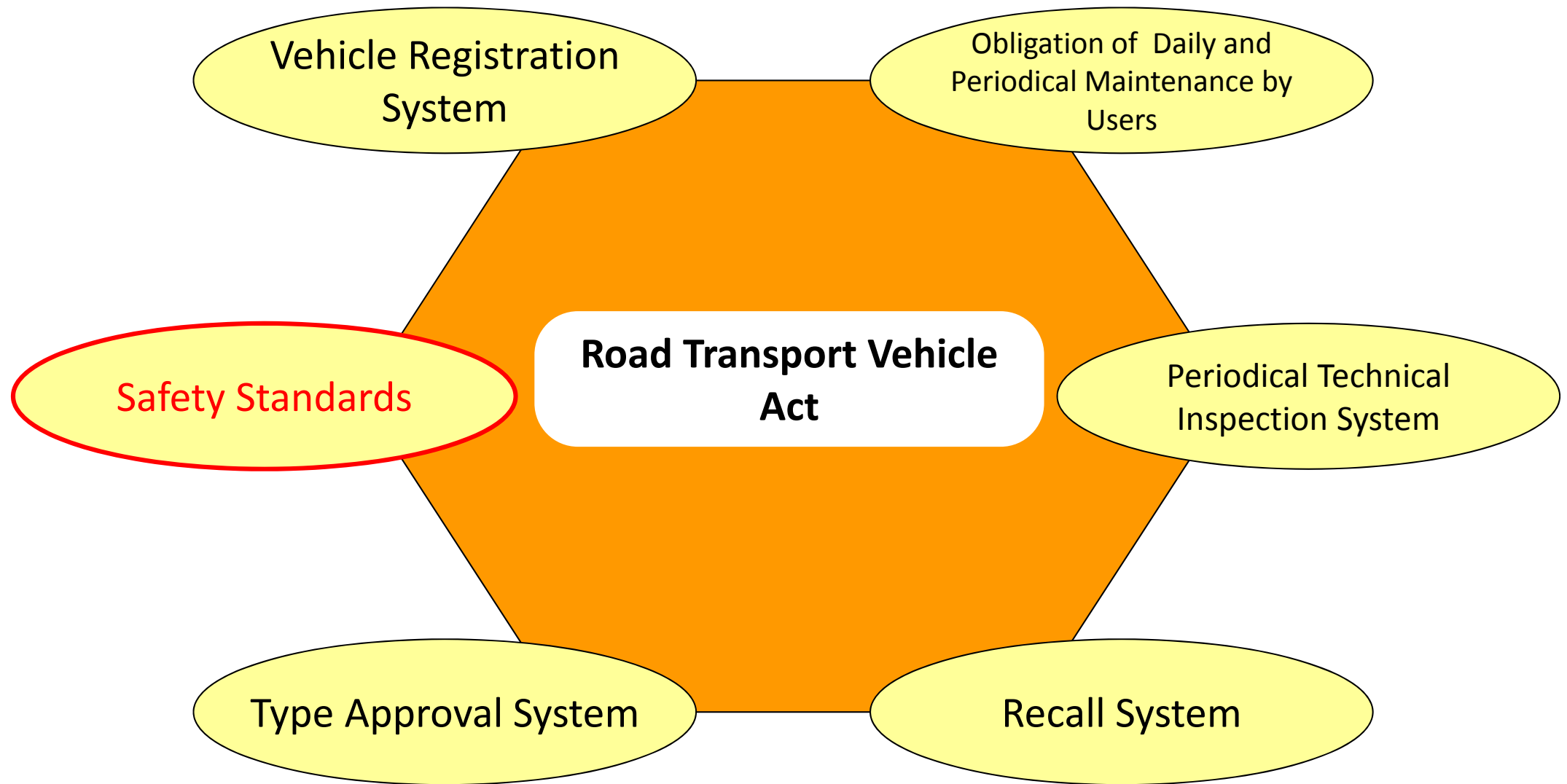


Vehicle	① Safety Regulations ② Vehicle inspection & maintenance, etc.
Human	① Traffic Rules and Driver education ② Daily training/condition check of Drivers by operation manager & Management of labor time/running distance, etc.
Road	① Road maintenance and improvement ② Establish sidewalks, etc.

Vehicle Safety Measures by the Road Transport Vehicle Act



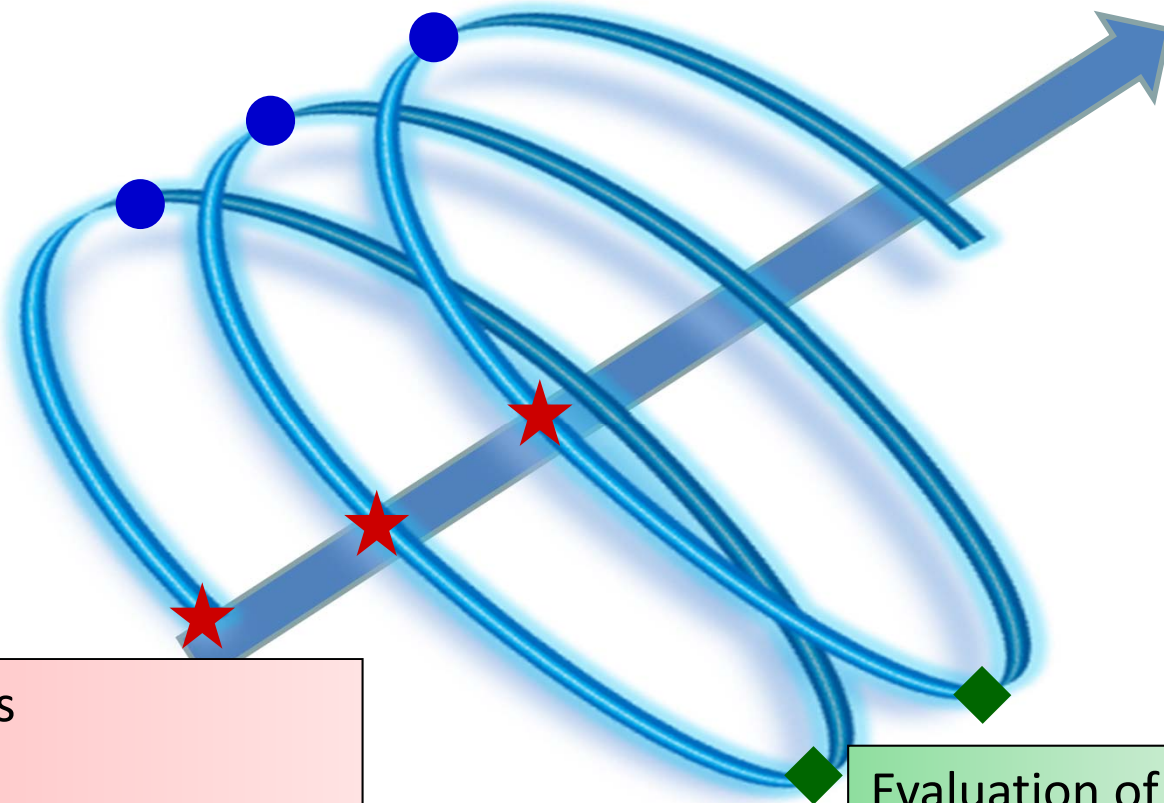
Vehicle Safety Measures by the Road Transport Vehicle Act



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 assist ASEAN countries in building up this spiral-up.

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



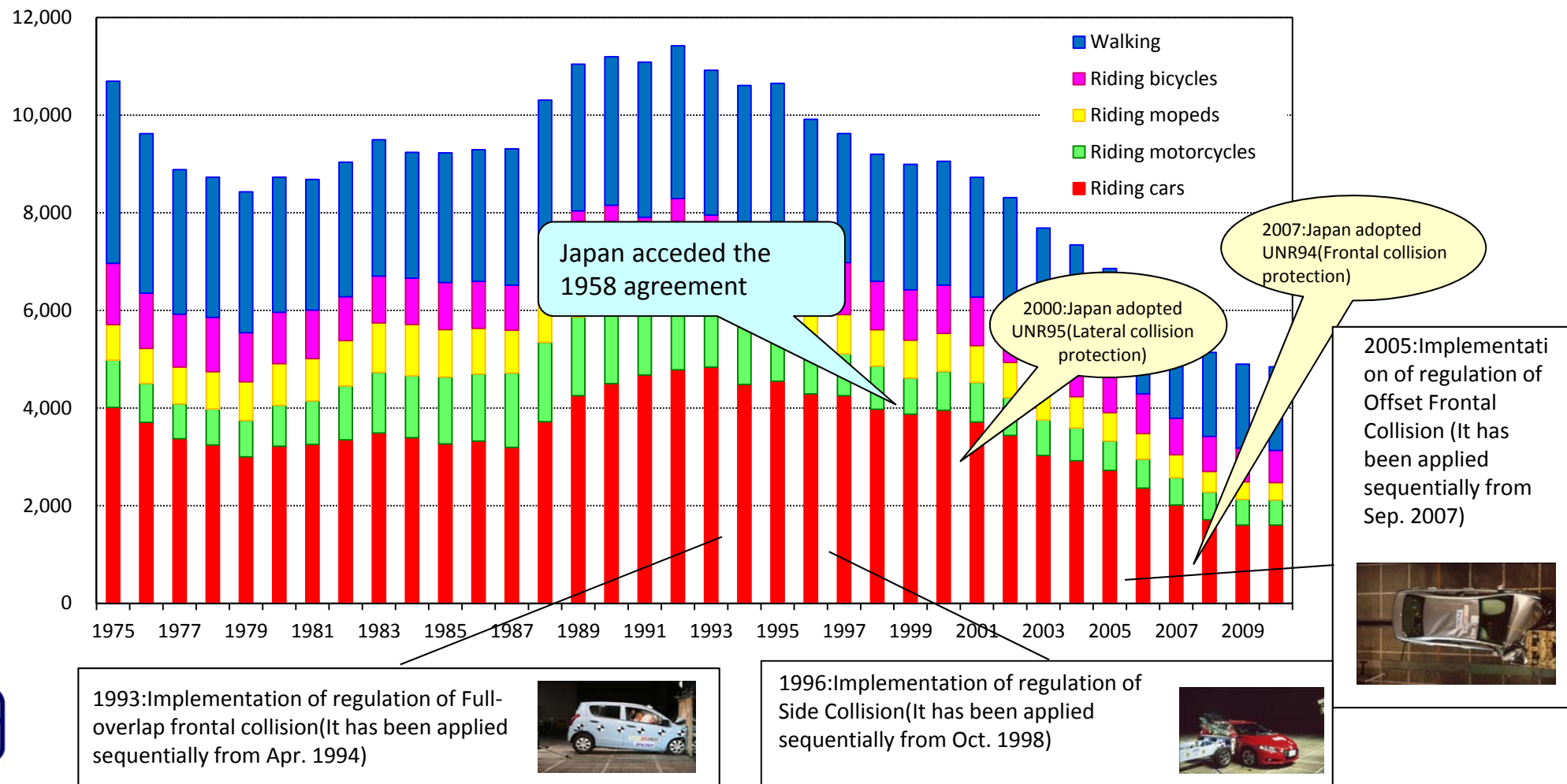
- Data collection and analysis
- Strategic planning
- Overview Analysis
- Specific Analysis
- Selection of prospective regulation items
- Overall study for future measures
- Assessment of the effect of each measure

Evaluation of effects

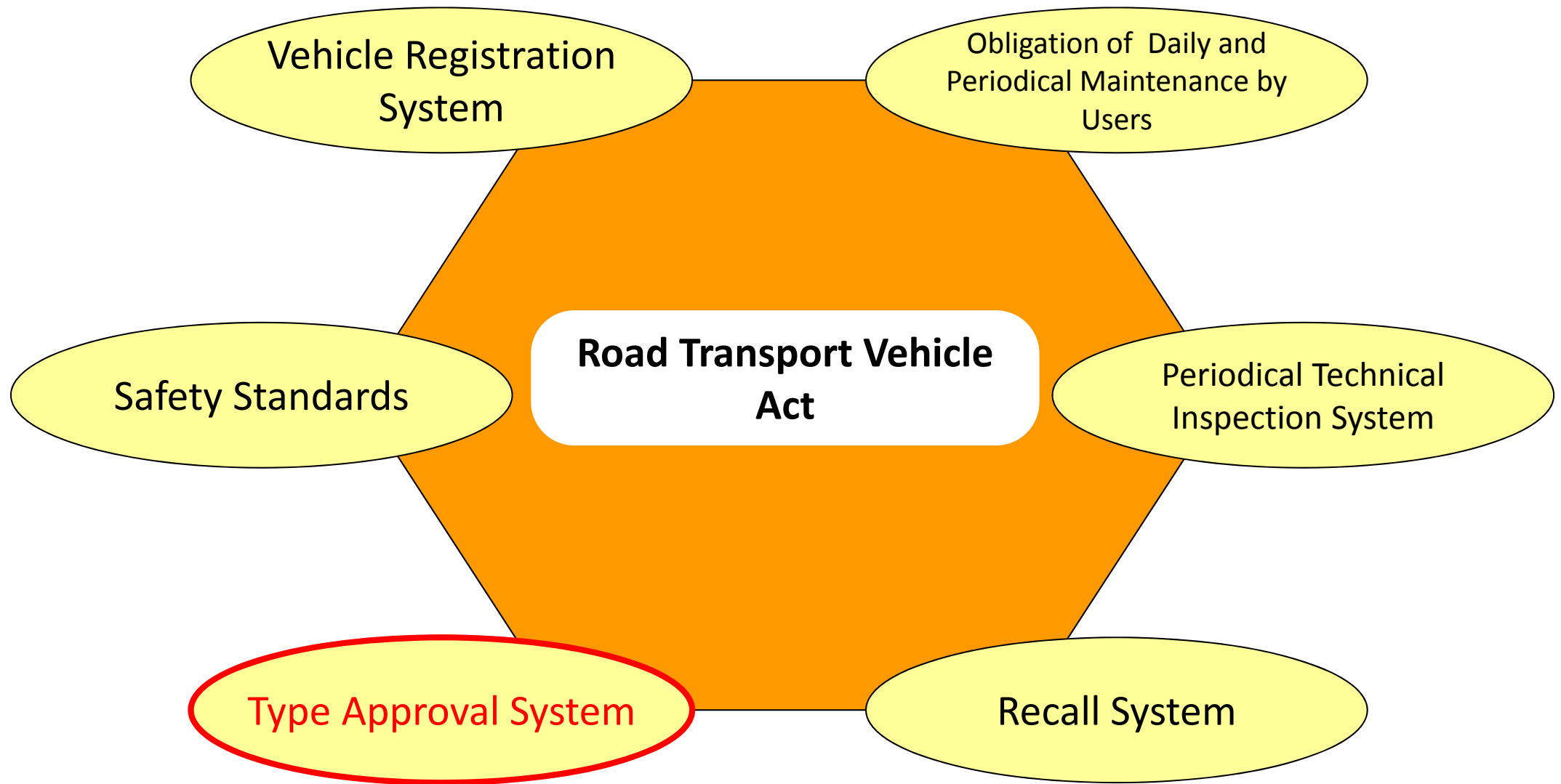
Transition of fatalities and registered vehicle

- 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



Vehicle Safety Measures by the Road Transport Vehicle Act

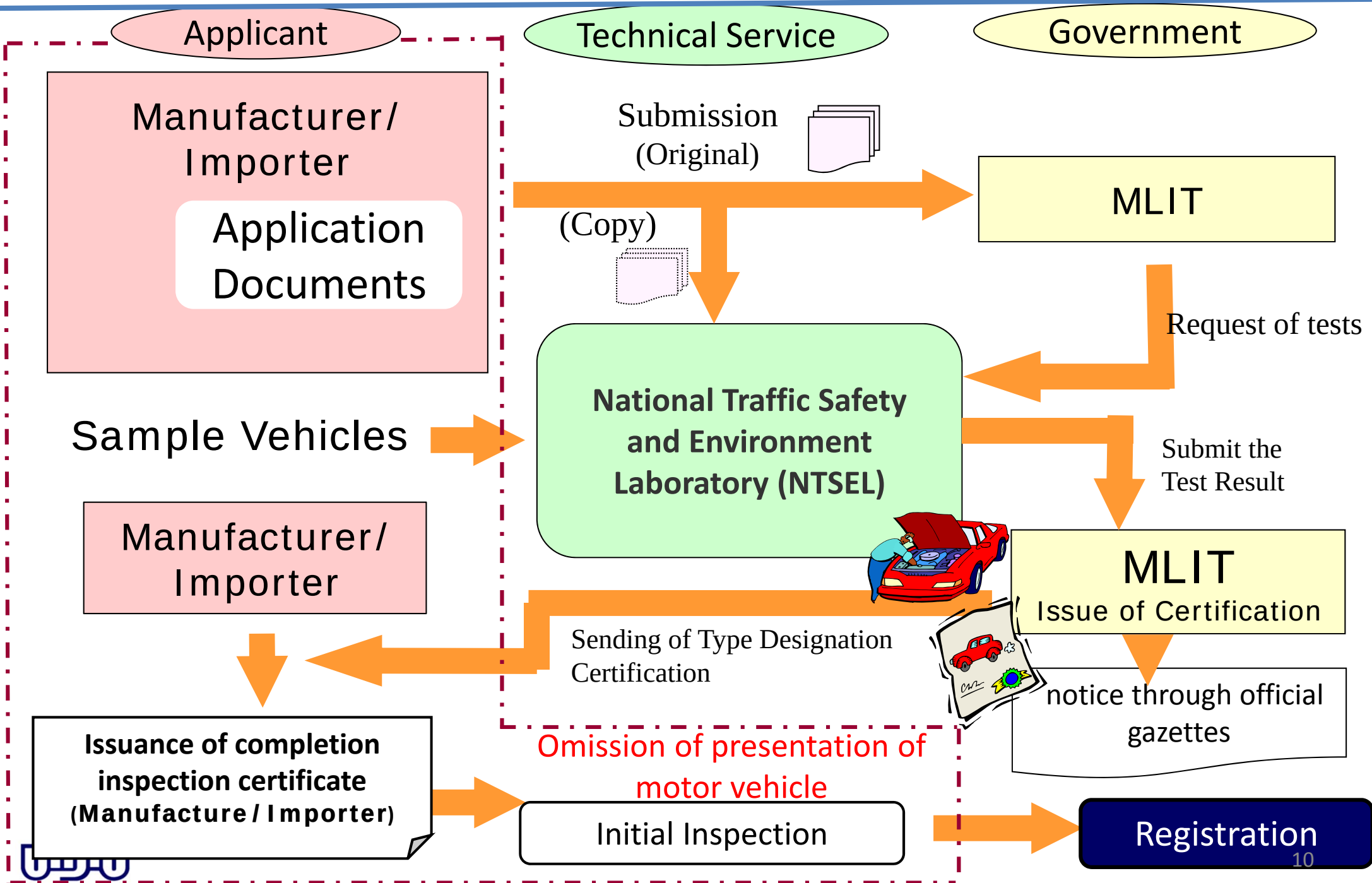


Type Designation System : TDS

- For mass-production motor vehicles which have the identical construction, device and performance.
- The examinations are carried out for...
 - ◆ Actual motor vehicle : verify the conformity to the safety and environmental regulations
 - ◆ Document : Conformity of production
- 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



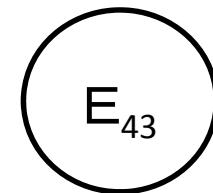
Inspection at a German test institute

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

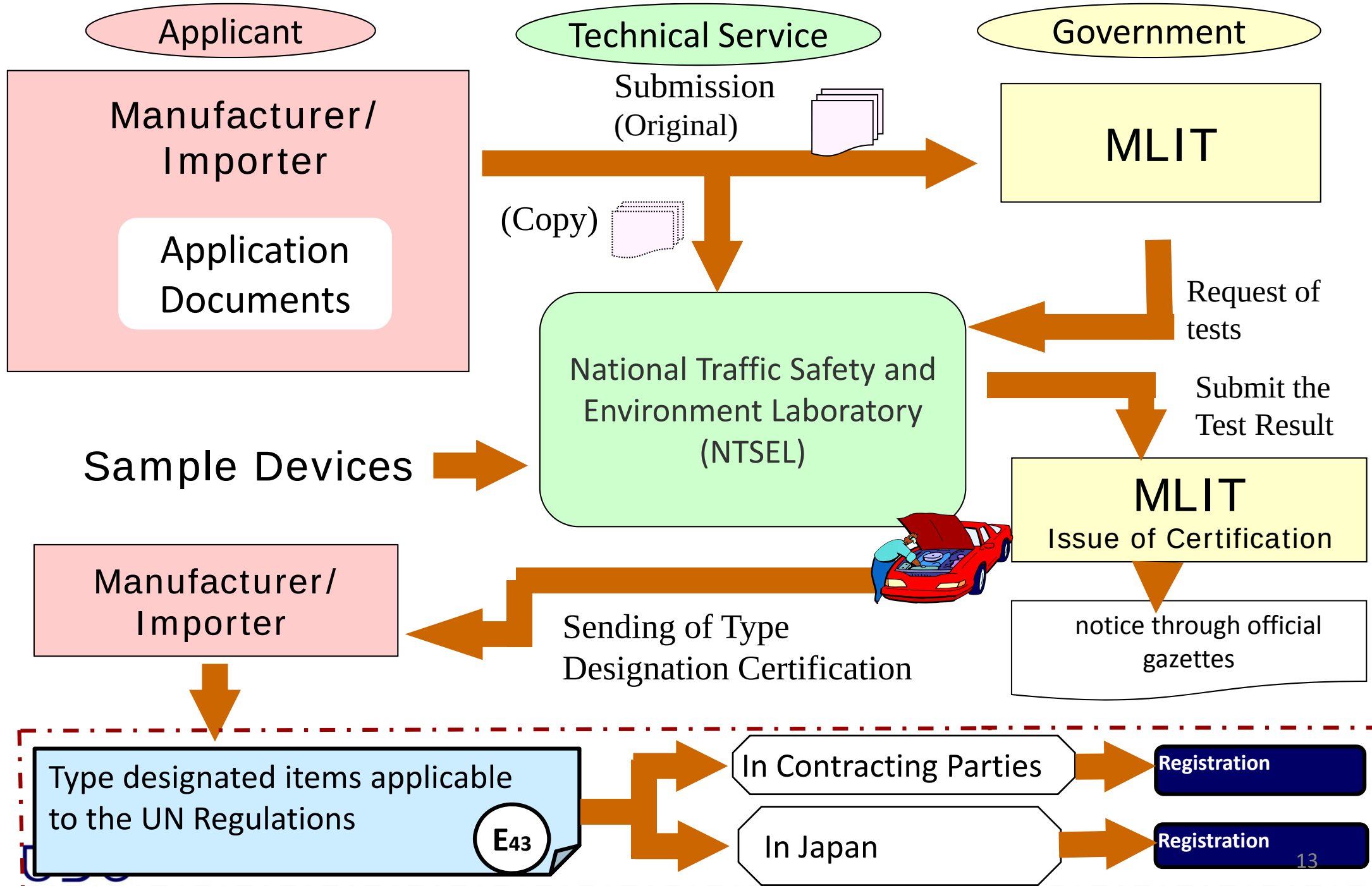
- Examinations are carried out at the National Traffic Safety and Environment Laboratory (NTSEL), for confirming conformity to safety and environmental regulations by using actual vehicles.
- Inspectors are dispatched to motor vehicle manufacturers outside Japan to conduct tests on motor vehicles locally.

Type Designation System for Devices

- The examinations are carried out for...
 - ◆ Actual device : : verify the conformity to the safety and environmental regulations
 - ◆ Document : Quality control system and Conformity of Production
- 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 if UN type approvals of the said devices are submitted.
- It is possible to put an approval mark “E” pursuant to the UN/ECE 1958 Agreement on those devices subject to mutual recognition.



Flow of Type Designation System for Devices



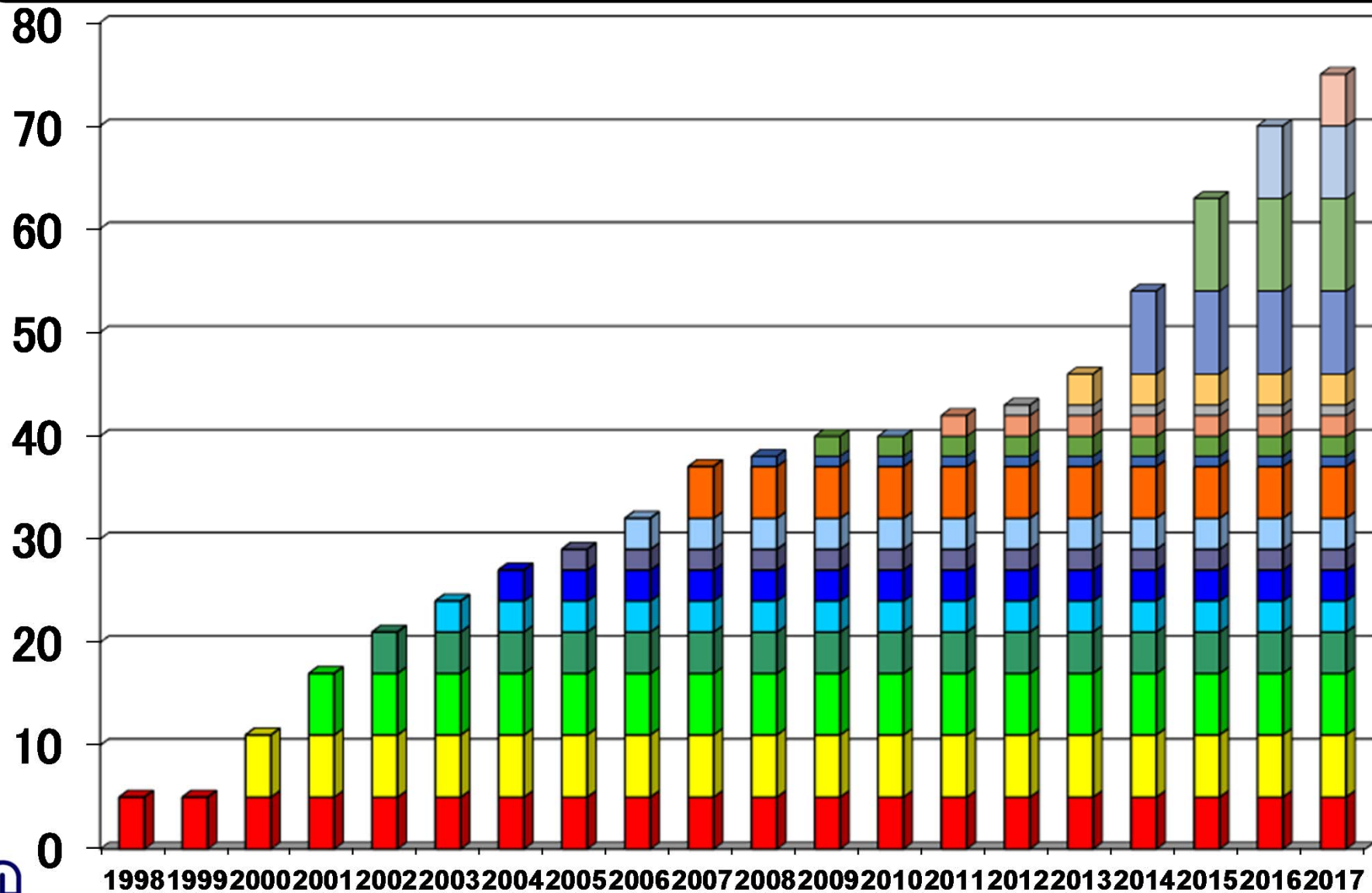
History of acceding to a UN Agreement

- In June, 1995, Japan officially announced that Japan decided to accede to so-called “the UN 1958 Agreement” at the WP.29
- Japan acceded to the UN 1958 Agreement in July, 1998.
- After that Japan applied UN Regulations gradually.

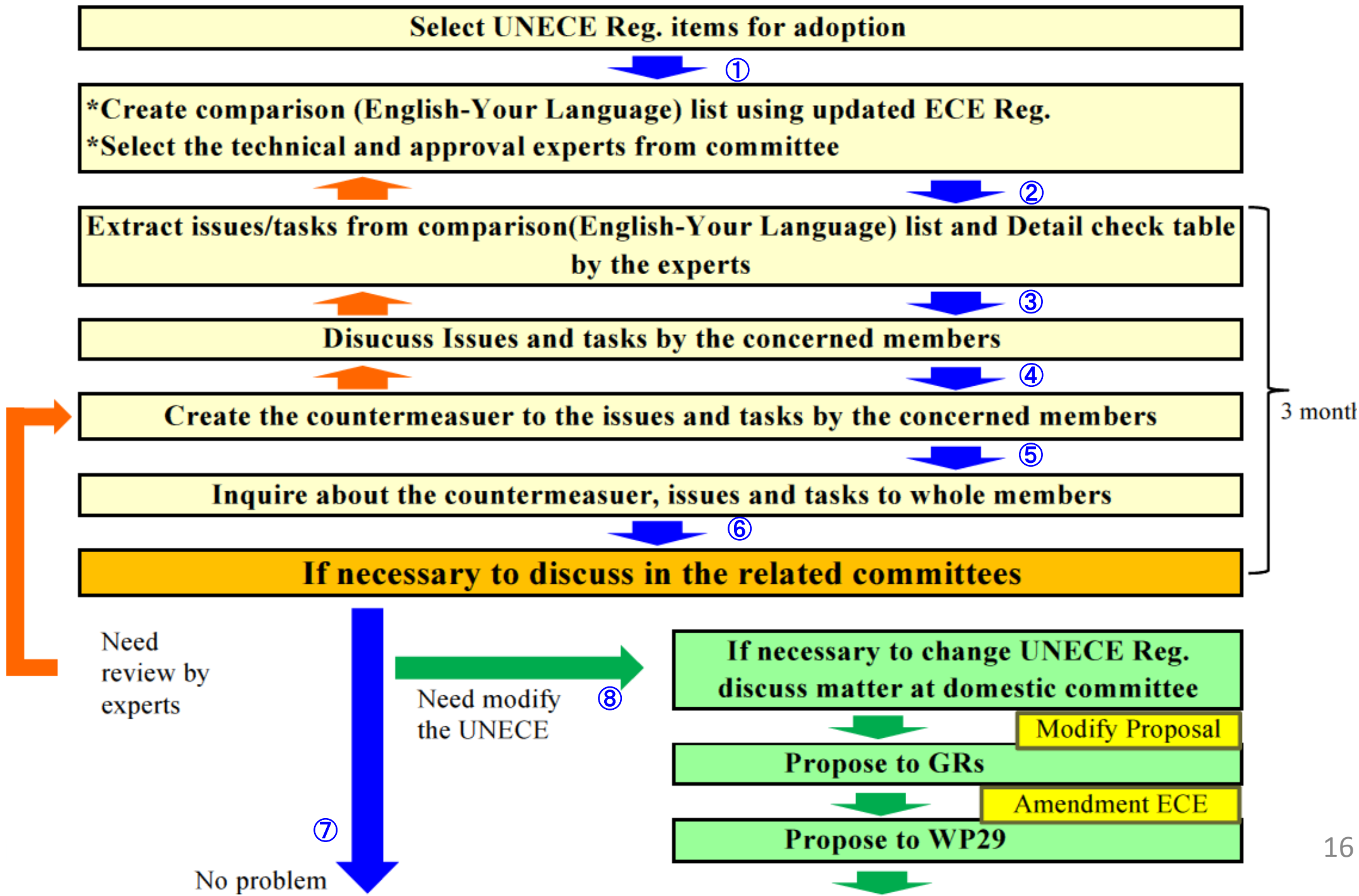
History of the Introduction in Japan

～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



⑨

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



⑩

WTO report and public comment



⑪

Ministry check



⑫

Publication: Laws, Regulations, Standards, others



⑬

Other necessary announcement



Report UNECE



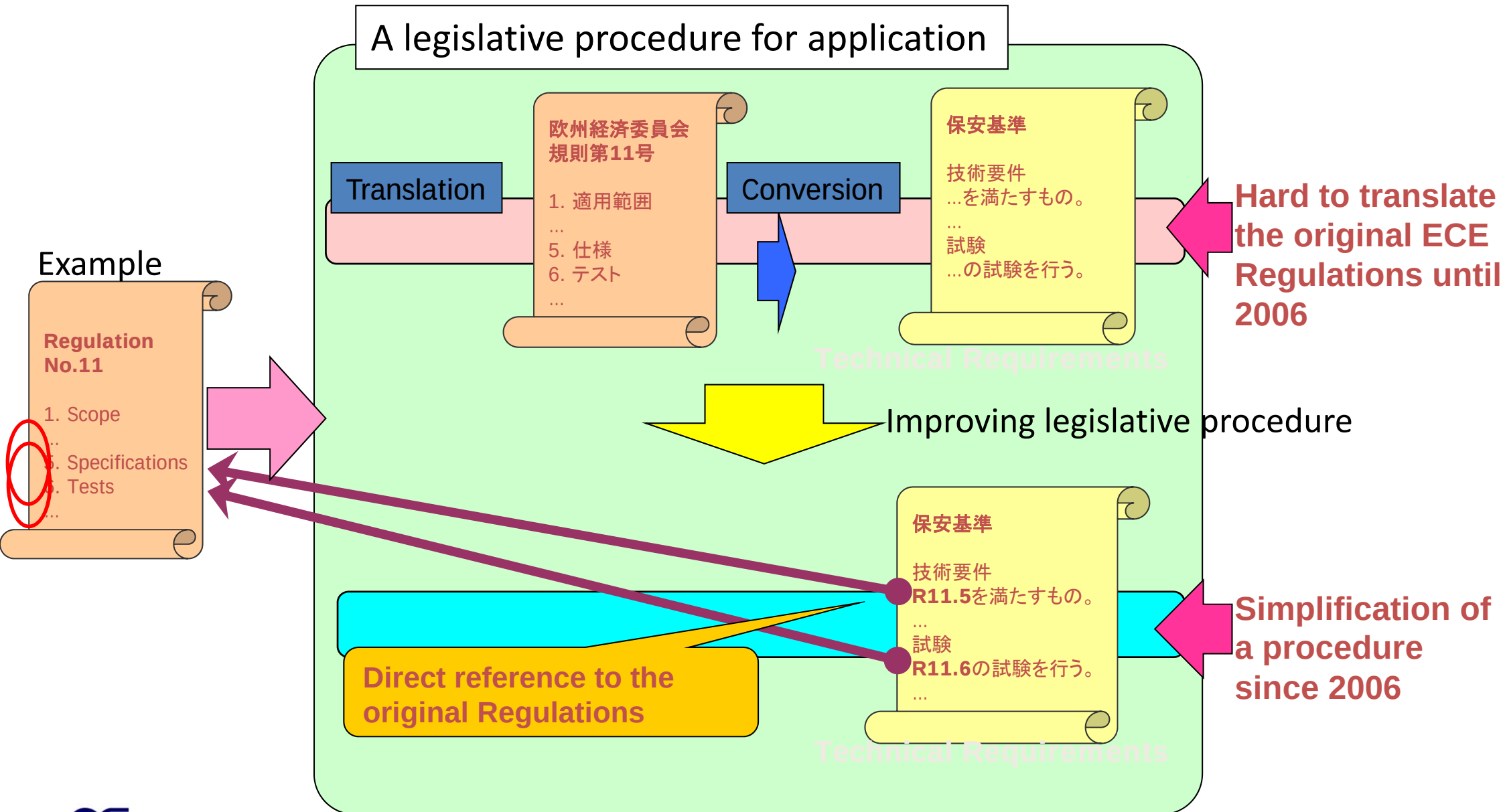
⑭

Enforcement

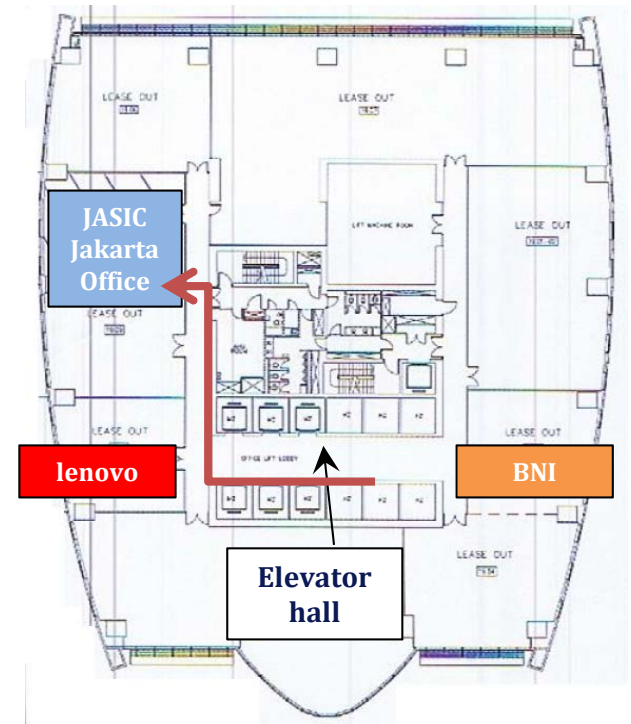
6 month

3 month

Saving workloads when applying Regulations Annexed to the 1958 Agreement by improving legislative procedures.



Thank you very much!



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The 48th Asia Expert Meeting on UN Regulation Related to: The 1958 Agreement
Office No.(30), Ministry of Industry

8.2.2017

Sr. No	Name	Designation	Ministry/ Organization
1	Daw Tin Tin Htoo	Deputy Director General	Directrate of Industrial Collaboration, MOI
2	U Aung Soe Ya	Director	Ministry of Industry
3	Daw Yi Yi Kyaw	Deputy General Manager	No.(1) HIE, Ministry of Industry
4	Daw Hay Mon Oo	Assistant General Manager	No.(1) HIE, Ministry of Industry
5	Daw Myat Mon Thein	Assistant General Manager	No.(1) HIE, Ministry of Industry
6	Daw Myat Thuzar Saw	Assistant General Manager	No.(1) HIE, Ministry of Industry
7	U Thet Aung	Deputy Director	Ministry of Industry
8	U Thet Myo Oo	Executive Engineer (Mechanical)	Mechanical Department, Ministry of Construcion
9	Dr. Hlaing Moe	General Manager	Ministry of Construction
10	Dr. War War Moe	Deputy Director	National Standards and Quality Department (Ministry of Education)
11	U Win Tint	Senior Metrology Officer	National Standards and Quality Department (Ministry of Education)
12	U Khin Maung Kyin	Deputy Director	Directrate of Industrial Collaboration, MOI
13	Daw Cherry Tun	Vice Principal	Directrate of Industrial Collaboration
14	Daw Thi Tar	Head of Devision	Directrate of Industrial Collaboration

Sr. No	Name	Designation	Ministry/ Organization
15	U Tay Zar Aung	Chief Engineer	Road Transport Administration Department
16	U Arkar Soe	Assistant Engineer	Road Transport Administration Department
17	U Soe Win	Chief Engineer	Road Transport Administration Department, MOT
18	U Htun Kyaw Khine Sein	Chief Engineer	Ministry of Electricity & Energy, MOGE
19	U Soe Aung	Auto T/D	Myanmar Engineering Society
20	U Hla Htay	Joint Auditor	Myanmar Engineering Society
21	U Khin Tun	VC	AADA
22	U Htoo Aung Lin	EC	AADA
23	U Ayar Maw Oo	Head of Devision	Myanma Automobile Manufactrue & Distributor Association (MAMDA)

Report on the 48th JASIC Asia Expert Meeting (the 1958 Agreement)

Finalized on March 2, 2017
(Draft) Created on February 12, 2017

Date: Wednesday, February 8, 2017, 13:00-16:30

Place: Meeting Room, Ministry of Industry, Myanmar

Participants:

Myanmar side: People from Ministry of Industry and Ministry of Transport and Communications (Road Transport Administration Department) and from local auto dealers (Ford, Tata, etc.)

Japanese side: Mr. Oshita (WP29/IWVTA Subcommittee); Mr. Kumita, Mr. Korenori, and Ms. Mori (JASIC)

Overview

- At the beginning, a representative of Myanmar's Ministry of Industry gave an opening address with the following information: Myanmar's Minister of Industry was invited to Japan by JICA and visited Suzuki, etc. there; Discussions on regulations have been held by the "Standard Development Committee"; Each of the 19 items of the ASEAN MRA has been studied by their respective expert groups; The process for acceding to the 1958 Agreement has been under discussion as well; as a first step, five of the 19 items have been translated into the Myanmar language; and Myanmar would like to have Japan's continued support as there are many issues to be clarified such as how to approach the 1958 Agreement and how to transpose UN Regulations into national legislation.
- The opening address was followed by JASIC's greeting to the meeting participants.
- Mr. Oshita made presentations on the outline of the 1958 Agreement and on the 1958 Agreement FAQs.
- Mr. Korenori, Chief Representative of JASIC Jakarta Office, made a presentation on Japan's experiences on transposition of UN Regulations into national legislation.

Details of the Lectures and Q&A

Outline of the 1958 Agreement

Presentation by Mr. Oshita

- The history of revisions of the 1958 Agreement was explained.
- The structure of the 1958 Agreement was explained, including the addition of Schedules, which can be revised by unanimous vote of WP.29.
- Outlines of the principal Articles on voting, adoption process, application of the UN Regulations, etc. were given.
- COP was explained.

1958 Agreement FAQs

Presentation by Mr. Oshita

- Basic questions and answers regarding the 1958 Agreement were explained.

Japan's experiences on transposition of UN Regulations into national legislation

Presentation by Mr. Korenori

- How Japan has adopted UN Regulations, how it has developed its own type approval system, and how to introduce UN Regulations into national legislation were explained.

Q&A and General Discussion (for all three presentations)

Q-1: Do the ASEAN Member States need to accede to the 1958 Agreement together?

A-1: Thailand and Malaysia have already acceded. Each country may consider acceding on its own.

Q-2: Regarding the 19 items for which harmonization has been achieved by ASEAN, do we have to make them mandatory?

A-2: In my opinions, they do not necessarily have to be mandatory; they may be optional. However, I am not sure how exactly ASEAN views this issue. On the other hand, the UN Regulations are flexible. Each Contracting Party can choose any UN Regulations that they wish to adopt. Furthermore, each Contracting Party is also free to choose whether or not to make these adopted UN Regulations mandatory under its national legislation.

Q-3: Is COP required by ASEAN as well?

A-3: I am not sure how ASEAN views this issue. On the other hand, COP is required for issuing UN type approvals.

Q-4: Which group discusses the active safety issues?

A-4: The Working Party on Braking and Running Gear (GRRF) under WP.29 discusses them.

Q-5: How does Japan address “regulations” and “standards” respectively?

A-5: In general, regulations are mandatory, whereas standards are optional. By being incorporated by reference into regulations, standards become mandatory. In Japan, standards are addressed by the Ministry of Economy, Trade and Industry, whereas regulations are managed by the Ministry of Land, Infrastructure, Transport and Tourism. As necessary, standards are verified by manufacturers.

Q-6: In the presentation “Japan’s experiences on transposition of UN Regulations into national legislation”, it is written that it is necessary to prepare the translated documents for inspectors in the course of considering the adoption of UN Regulations. On the other hand, the presenter explained that the text is directly quoted in regulations without translation into Japanese. Do these explanations not contradict with each other?

A-6: When we study UN Regulations, we use provisional translation to facilitate understanding. When the text is actually included in the relevant regulation, a more stringent, official translation is needed, and it takes much time and work.

Q-7: In the case of Malaysia, JPJ serves as the approval authority, and TUV and IDIADA are designated as technical services. How about Thailand?

A-7: As Thailand has not adopted any UN Regulations, no approval authority has been registered. No technical service has been registered, either. Each Contracting Party may designate its approval authority and technical service(s) when necessary.

Additional explanation: the adopted UN Regulations need to be updated every time they are amended.

Q-8: What about the relation with the WTO?

A-8: Japan has been working toward harmonization of regulations by adopting UN Regulations. Since the UN Regulations are international regulations, it is not against the rules of the WTO. As it is difficult for each country to develop its own regulations, it is desirable to introduce the international UN Regulations into its national legislation.

Q-9: As regards tires, both regulations (R30, etc.) and standards (ETRTO, etc.) exist. Which should we adopt? We are confused about this “standards or regulations” issue. (Myanmar has tire manufacturers, too.)

A-9: If you have any questions about tires, we can provide support through expert meetings, etc. Please let us know if you need our help.

Q-10: As the ASEAN MRA is being delayed and its progress has been very slow, is it not better for ASEAN to just accede to the 1958 Agreement at once?

A-10: Japan respects the initiative of the ASEAN MRA. On the other hand, since the 1958 Agreement contains nothing against the ASEAN MRA, we consider it appropriate for ASEAN Member States to pursue both. In

fact, Thailand and Malaysia have already acceded to the 1958 Agreement.

Q-11: Myanmar does not have Ministry of Environment and therefore no environmental policies exist. Issues on fuel properties are addressed by the Ministry of Energy, and the government measures on traffic conditions are administered by the Ministry of Transport and Communications.

A-11: In Japan as well, both the Ministry of the Environment and the Ministry of Land, Infrastructure, Transport and Tourism develop exhaust emissions regulations without any problem. It is important for different ministries/departments to cooperate with one another.

Finally, the Myanmar side stated that they would like to have Japan's support with regard to tires, etc. in the future.



Asia Expert Meeting



Road in front of the Assembly of the Union with ten lanes each way

