The 3rd Forum for South East Asia
The 8th Public and Private Joint Forum in Asian Region
The 22nd Asia Government/Industry Meeting
The Government Meeting

22-24 November 2017
Manila, Philippines
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DAY 1
I. Welcome remarks as read by Arnel Manresa

Mr. Arnel Manresa thanked the participants, including the public and private partners, for attending the Third (3rd) Forum for Southeast Asia. The event will be a three-day long series of multiple forums aimed to strengthen the cooperation between ASEAN Member States and Japan to promote the Internationalization of Automobile Regulations and Mutual Recognition of Certification. The event will serve as an opportunity to open doors and engages participants into a more meaningful dialogue.

II. Opening remarks by Takao Onoda, Director General, JASIC

The purpose of the 3rd Forum for Southeast Asia to strengthen cooperation between ASEAN Member States (AMS) and Japan, and to promote internationalization of vehicle regulation and mutual recognition of certification so that vehicle safety and environment protection is secured at the high level. To promote this internationalization, the activity of UN World Forum for the international harmonization of vehicle regulation, or WP 29, and the 1958 Agreement is quite important. The revision 3 of the 1958 Agreement came into effect on 14th of September 2017 and there is a need for closer cooperation between ASEAN members and Japan to make the revised Agreement the true global Agreement.

JASIC would like to provide information on the activity of WP 29 with the hope that it might be useful for the activities on ASEAN MRA. JASIC also recognizes the development in the automotive industry in Asian countries to secure the safety and environment aspect. The forum aims to come up with decision on process of developing measures for vehicle safety and environmental protection. In this session the participants will be able to share the information for addressing on the safety and environmental protection from Malaysia, Thailand and Japan. There is also a need to study the importance of securing process of making the regulations in each country. There will also be a presentation on the introduction of UN Regulation for electric vehicles, which is being encouraged globally.

Industry Report

Report on the result of 3rd Industry Forum of South East Asia for Automotive Sector (ISEA). The 3rd ISEA Meeting held on 21 November 2017 in Manila, Philippines and was attended by auto-industry members from Indonesia, Malaysia, Singapore, Thailand, the Philippines and Japan.

Recognizing that the auto-industry shares the social responsibility to improve road safety, air quality and CO2 reduction, the Meeting recommends an integrated approach incorporating and all stakeholders consultative process that takes into accounts of three factors--- (i) human, (ii) infrastructure, and (iii) vehicle--- grounded with data analysis when developing safety and environmental regulations, for example, in case of Thailand, TAIA is setting up the Thailand Accident Research Institute (ITARDA Thailand) with related Thai government agency.

For instance, when implementing new UNRs, they should be introduced based on the outcome from an enhanced integrated approach and consulted timeline with all stakeholders --- this will be a win-win for both industry and government.

The Meeting acknowledges that the recommended integrated approach produces the best outcome.
for society and agrees to support government initiative to enhance such approach in each country.

III. Industry report Philippine Setting

By: Jasmine Ahera in behalf of Rommel Gutierrez (CAMPI)

Philippines have over 21 automobile manufacturer (5 engaged in passenger car and 22 in commercial vehicle). Parts manufacturer association reports around 300 local parts manufacturers. The annual production capacity for four-wheel vehicle and up is 150,000 units, and industry-wide, the employment is around 560,000. Major automotive manufacturers in the Philippine is mainly Japanese. Philippines also have parts manufacturers engaged in not only local manufacture and supply, but also in exports.

There is continued growth in motor vehicle sales since 2017, CAGR of 14% (2012-2016). From January to September 2017, Philippines already reached 75% of its 2017 forecast of 450,000 unit sales, which may be higher because of the automotive excise tax to be implemented next year. There is stable market growth (for the last 5 years), but the industry expects temporary slowdown by the first quarter of 2018 due to implementation of new auto excise tax.

In production, locally produced vehicles make up a 30% of the total of domestic sales. Motor vehicle production still experiences steady growth for the last five years and hopefully higher in 2018 because of the implementation of the government’s new automotive policy – the Comprehensive Automotive Research and Strategy (CARS) Program.

The overall market outlook remains positive and the anticipated slowdown in 2018 is hopefully temporary.

The key growth factors for the auto industry remains to be: the increase in consumer spending; increase in OFW remittances; expanding product range; aggressive marketing and promotions by car companies; and accessible and competitive car financing.

CAMPI has not yet made a forecast for 2018 due to the change anticipated in the implementation of the excise tax in January 2018.

In terms of international trade, the Philippines is a net exporter of automotive parts and components (major export markets are ASEAN, Japan, US and Germany). In terms of finished vehicles, Philippines is net importer (major import sources are Thailand, Japan, Indonesia, China and South Korea).

Existing Automotive Policies include:
- Executive Order No. 156 (2002) - provides comprehensive industrial policy framework to develop the capabilities of automotive manufacturing firms to become globally competitive
- Executive Order No. 182 – latest policy that provides time-bound, output-based production support for automotive and parts manufacturing

CAMPI also presented an overview of the CARS Program which offers fiscal support to qualified participants. There is a provision of 27 Billion for Automotive Development Fund, which is allocated in two types of fiscal support: 1) 40% fix incentive support for the production of body shell assembly, large plastic parts, common parts, and strategic parts; 2) 60% for production volume incentive to be provided by DTI-BOI for car makers that will produce a minimum of 200,000 units in six years.
She also showed the foreseen benefits (economic impact) of the CARS Program, and other regulations being mandated by the Philippines: implementation of Euro IV beginning January 2016 and Euro-IV specifications issued by the DOE.

The Philippines is a party to all ASEAN FTAs (Free Trade Agreements) and CAMPI shows the various rates under the existing FTAs. In 2018, the only change point will be the reduction of tariff under ASEAN-China FTA (20% to 5%). Other FTAs under negotiations include Philippine-EU FTA and ASEAN-EU FTA.

CAMPI believes that it is important that with the increasing number of vehicles, vehicle safety should be looked into and applied. For the government’s focus, it is to jumpstart car manufacturing. The CARS program offers chance for manufacturers not only to compete locally but also new opportunities for parts makers to penetrate the supply chains of OEMs.

CAMPI is an pro-active and active participants in government and private initiatives related to safety standards and emission standards, and support JASIC-conducted forums and related activities.

V. Next session is hosted by Mr. Yuichi Aoyama

Main two topics are: 1) Process of Developing Measures for Vehicle Safety and Environmental Protection; and 2) Introduction of UN Regulation for Electric-Vehicles.

The presenter for the first session are: Mr. Takeshi Korenori, Mr. Hiroyuki Inomata, Mr. Mohd Nor Irwan Othman, Mohd Affizul Ariff Salim, and Mr. Jiraporn Kaewkraisorn.

1. JAPAN (by Mr. Takeshi Korenori)

Mr. Korenori discussed the policy making process for safety and environmental protection.

In ASEAN countries, motorization is being developed abruptly, however, so is motor vehicle accident and pollution. Deterioration of air quality is also a serious problem. This is why countermeasures for road safety and environmental protection should be implemented. It is important to consider the merit and demerit of each countermeasures, according to each countries situation, to know where to improve.

He discussed the factors of road traffic accidents: human, road and vehicle, and in order to reduce traffic accident it is best to strengthen measures that affect these factors. For air pollution, it has many sources such as emission from vehicles. Factors on vehicle emission does not only include quantity of exhaust gas but also vehicle numbers and travelled mileage. Responding to each factors with a countermeasure is very costly, however, so the effectiveness of each countermeasure should be considered and that they correspond to circumstances of each country.

He discussed effective policy making process and explained that it starts from gathering data of traffic accidents and air pollution, and its analysis, to grasp each country’s current situation of traffic accident and air pollution correctly.

Evaluation of policy is also important. Evaluation of effect of measures after they are implemented. If the effects are not enough, it may be modified or come up with new countermeasures. This is called
"PDCA Cycle", which is an iteration of Do, Plan, Check or Action. This iteration will spiral up the measures to be more effective.

It is also important to cooperate with relevant organs in the each process of policy making.

He concluded the presentation with the following points: 1) Many factors are involved in traffic accidents and environmental protection; 2) Governments should consider which countermeasure is the most effective and efficient by analyzing traffic accident data and air pollution data when they make new policy for road safety and environment protection; and 3) It is also necessary to cooperate with relevant organs in each process of policy making.

2. JAPAN (by Mr. Hiroyuki Inomata)

Mr. Inomata presented process of developing measures in Japan, which covers five (5) contents: 1) Basic stance when making measures; 2) Measures in the governmental level; 3) Measures for Automobile Safety, which features broad measures not only on the technical aspect but also management for commercial vehicles; 4) Measures for Vehicle Safety, which includes specific technical aspects such as vehicle regulations for type approval; and 5) Conclusion.

Topic 1:
Mr. Inomata discussed the basic process in making measures. First, cabinet office establish fundamental traffic safety program, where they outline their direction for the next five years and where to focus and what to target for reducing fatalities. Next stage is at MILT’s, the Council for Transport Policy discuss about the detailed target in each areas. Under this council, there are committees and working group and they discuss specific transport measures on vehicle safety, especially technical regulation introducing or improving the UN regulations.

In making countermeasures, there are many factors to consider such as effectiveness, cost, impact to users, negative effects for manufacturers, effect on other measures, and if it corresponds to national policy.

There is not enough time, knowledge and human resource for the consideration in making measures so it is necessary to cooperate with various stakeholders and reflect their opinion in the measures. These are:
- Automobile manufacturers because they have a lot of information especially on emerging technologies, and they have opinion on cost-benefit.
- Academics and research laboratories provide us proof of the efficiency of the measures.
- Automobile users have general opinion.
- Branch offices, ministries, and other departments because of their implementation point of view

For the measures in government level, Mr. Inomata presented fundamental traffic safety program, which is based on on the Traffic Safety Policies Basic Act (No. 110 of 1970). Since the primary fundamental traffic safety program in 1971, the program has been renewed every 5 years. Recently, Japan is in the period of the 10th program (FY2016-2021).

The objective of the program is to attain the world’s safest road traffic, by reducing the annual number of fatalities within 24 hours after a traffic accident to 2,500 people or less by 2020, or 2.4 fatality rate (calibrated by fatalities number of 100,000 people according to population).
He discussed the various viewpoints for the measures of road safety, which are: Traffic safety for the elderly and children, Traffic safety for pedestrians and bicyclists, and Traffic safety on residential roads and highways. He also discussed the eight (8) measures pillars, specifically "ensuring vehicle safety".

He presented the relations between the cabinet office, related ministries, and central traffic safety measures committee in the formulation of fundamental traffic safety program. Japan keeps transparency in the formulation of fundamental traffic safety program. The program promotes safety to human, roads and vehicles.

He presented the relationship of the Road Transport Bureau, MLIT to Technical and Safety Working Group and the stakeholders. There are at least five working group in the formulation of the final report. The working groups set goals for the vehicle safety area, considering the goals set in the Fundamental Traffic Safety Program, and utilize traffic accident information to evaluate the actual effects. Mr. Inomata showed the goals and actual results of the Fundamental Traffic Safety Program from year 2001 to 2015, and their ambitious goals for FY 2016-2020 which is to reduce death to less than 2,500 and casualties to less than 500,000.

He also showed the goals for vehicle measures and explained that their 2011 goal to decrease 1,000 Annual Deaths by 2020 is carried on for 2020.

He presented a summary of their current situation and important direction in automobile safety. Total population in Japan is decreasing and aging rate is increasing continuously. Depopulation and decline of public transport in the rural area is a serious issue. He also showed the status of traffic accidents in Japan and explained that until now Japan is working in reducing the damage on collision impact and reducing accident due to vehicle structure and device. But now, Japan will try to utilize advanced safety technology to avoid accidents due to human error.

Japan has measures for reducing traffic accidents in four areas: 1) measures for the children and elderly; 2) measures for pedestrians and bicyclists; 3) measures against serious accidents by Large Vehicles; and 4) promoting New Technology such as Automated Driving to reduce future traffic accidents. He presented the more specific types of measures and examples. Mr. Inomata showed the reference of each measures. These should be modified and improved every five years.

In terms of traffic fatalities, 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.

For vehicle safety, Mr. Inomata showed Japan's basic concept to manage vehicle safety measures by the committees. A committee will discuss about the measures to achieve the goals set in the Technology and Safety Working Group. He reiterated what Mr. Korinori previously said, that when formulating vehicle regulations, it is very important to consider "Traffic Accident Data Analysis", "New Technology", "The Balance between the Cost and Effectiveness" etc. and secure the transparency and fairness.
He concluded the presentation with the following points:
- It is important to consider from various point of views
- Japan runs various committees in various levels
- Analysis of accident data and cooperation between the stakeholders is strongly recommended
- Using the spiral up, Japan could improve on the transparency of the measures and also organize concrete data of the efficiency of the measures.

He believes that this could be the same situation in other countries, so he hopes that countries can share information and cooperate with international bodies.

3. MALAYSIA (by Mohd Nor Irwan Othman)

Mr. Othman presented the cooperation project between Malaysia and Japan regarding environmental protection.

He explained the current situation of Malaysia, which is suffering from rapid motorization where their numbers of vehicle on the road is increasing steady around 6% to 8%. According to Malaysia Environment Quality Report 2015, emissions from motor vehicles contributed about 70% of the total air pollution. Statistically, carbon monoxide is the major pollutant. Because of this, new cooperation on vehicle environment protection workshop was held on 13-14 February 2017 in Putrajaya, Malaysia.

The event was jointly organized by the MILT, JASIC, Malaysia Automotive Institute and Department of Environment of Malaysia. It was attended by 60 personnel from government agencies, automotive industries, NGOs, and the academe. The information shared during the workshop are:
- Policy Making Process
- Development of WLTP Driving Cycle
- Relationship between JC08 and WLTP
- Eco Label and Low Exhaust Emission Label
- Tax reduction policy in Japan For Low Carbon Emission and Low Fuel Consumption

In the future, Malaysia would like more collaborations to be organized and more competencies training programme to be organized.

4. MALAYSIA (by Mohd Affizul Ariff Salim)

Mr. Salim presented policy development and cooperation program with Japan related to vehicle safety measures, which covers: statistics of road accidents, Malaysia Road Safety Plan 2014-2020, and Framework WP 29 in Malaysia.

For 2014, Malaysia has a total of 6,674 road fatalities compared to the 6,706 fatalities on 2015. The main factors contributing to road accidents are human, road and vehicle, and based on Malaysia Institute of Road Safety Research (MIROS) 80.6% of accidents in Malaysia are because of human error rather than road (13.20%) and vehicle (6.20%). Malaysia’s focus was on vehicle safety hence the low number. Their current methodology is the implementation UN Regulatory frameworks in Malaysia to enhance vehicle safety perspective yet to reduce number road fatalities.
Based on their statistics, road accident is increasing and attributed to road registration increasing. However, because of their effort to implement UN regulation and other domestic regulations enabled them to reduce the number of minor and severe injuries for the past ten years.

There are more accidents involving motorcycles that other modes, which is 40,366 or 60% of their road accidents death database for the past ten years.

On Malaysia's Road Safety Plan 2014-2020, their primary goal is to reduce the projected fatalities due to road accidents in 2020 by 50%. On the five pillars under their road safety plan, their emphasis is on safer vehicle.

On the topic of safer vehicle, their main focus is on risk reduction on motorcyclist and car occupant, improvement on vehicle safety standards, and reduction in vehicle speed. This is because of higher registration of motorcycles and passenger private vehicles and that higher fatality rate involve motorcyclists.

Mr. Salim presented Malaysia's policy implementation of UN regulation based on the framework of WP 29. They have six working group composed of: GRE, GRRF, GRSG, GRSP, GRB, and GRPE. The members come from government and private agencies, including associations relating with automotive sector. The function of these groups are:

- Study implementation issue regarding UNR;
- Propose the solution for each issue of implementation UNR; and
- Propose the implementation UNR roadmap in Malaysia;

He presented the functions and members of the Expert Group UNR, the National Committee of WP 29, and the VTA Committee.

JPJ has been recognized by WP 29 as Approval Authority (AA) representing Malaysia, so JPJ and MOT are spearheading the implementation of the WP 29 Framework in the country. They have designated several technical service from local and international companies.

Mr. Salim presented the UNR Roadmap in Malaysia. As of July 2017, Malaysia had about a hundred UN Regulations implemented, and additional 18 UN Regulations for VTA process. The implementation of these UNR is in the basis of obligation of WP 29 Contracting Party, in line with the latest technological development, case studies of road accidents by related Government Agency, and benchmark from developed countries / harmonize regulations in ASEAN.

The objectives of the implementation of UNR in Malaysia is eventually to reduce road casualties and fatalities. They also wish to improve the safety features of motor vehicle, harmonize and implement UN Regulatory framework aligned with international standards, establish comprehensive Vehicle Type Approval (VTA) Procedure, and promote and inculcate vehicle safety concept through E52 UNR certification.

Since 2016 and first quarter of 2017, a total of six coordination meetings and workshops were conducted and capacity enhancement with regards to vehicle safety measures and impact assessment mechanism with the help of Japan. The objective of these events is to gather input, data, statistics of road accidents to further understand the national policies and master plan with regards to vehicle safety. Another objectives of these programs is to formulate strategies, mechanism, to enhance existing rules, making policies with regard to vehicle safety. Another is, to further assist and
strengthen, streamline, and improve the implementation timeline of UN regulatory framework through the vehicle type approval process in Malaysia. And finally, to analyze priority of the implementation of UN Regulation in Malaysia.

Malaysia appreciates and is grateful for the support and commitment from the Japanese Government through MILT and JASIC.

5. THAILAND (by Jiraporn Kaewkraisorn)

Thailand presented its process of developing measures related to vehicle safety and environmental protection.

For policy and basic acts, Thailand has the Government and Ministry of Transport Policy/Plan. Under this, they have recommendations of Committee on Road Safety and Committee on National Environment chaired by the Prime Minister. They have two basic acts: the Land Transport Act 1979, which is for big vehicles like trucks, and the Motor Vehicle Act 1979, which is for small vehicles like motorcycles, passenger cars and pick-up trucks.

Ms. Kaewkraisorn also presented the process flow of their policy making.

Thailand setup a Type-Approval System Establishment Plan (2000-2009) and formed a working group for each activity of the plan, i.e., considering Agreements of WP 29, draft/amend technical regulations, set type approval system (vehicle/vehicle parts), and re-organisation.

For their national regulations under MVA, they will amend/draft national technical regulations by adopting UN Regulation was the first priority. Ministerial Regulation concerning vehicle parts/system (MR22) will need to be amended in 2005 to allow UN Regulations promulgation. They have a new Ministerial Regulation MR2551 enforced in 2008. They also plan to amend/draft national technical regulations, joint discussion with TAIA and TAPMA, focused on: L3, M1, N1, which are the top three of highest road accident ranking, and on set of UN Regulations for those vehicle classes for registration specified in MR2551.

Each Notification under 2551 is consist of 2 parts: Technical Requirement part aligning with relevant UN Regulation, and type approval part aligning with procedures in relevant UN Regulations, COP Annex under 1958 Agreement (Revision 2), WP.29 guidelines, acceptance of equivalent standard e.g. TISI, UNR. The first notification was issued in 2011.

Thailand also plans to amend/draft national technical regulations was revising with the Industry almost every year.

Progress of UN Regulations promulgation as Notifications enforced was shown in her next presentation. Some Notifications are being updated to new series of amendment e.g. UNR41, UNR39.

She presented the Land Transport Act 1979. According to this act, Ministerial Regulation No. 9 set vehicle parts/system, mass, dimension for bus and truck. MR9 was revised three times within past 8 years to add more vehicle parts and performance for ensuring vehicle safety. National regulations under the LTA are:

- Bus stability - enforced 2013
- Strength of superstructure for bus - enforced 2018
- Strength of seat and safety-belt anchorage - enforced 2018
- Retro Reflective marking for large vehicle - enforced 2018
- Burning behaviour of materials used in the interior construction of bus - enforced 2019
- ABS and Endurance braking system for bus, truck/trailer, DG vehicle - drafting

In near future LTA (1979) and MVA (1979) will be replaced with New Land Transport Act, with the following new authorities on:
- whole vehicle type approval
- vehicle parts type approval
- technical services registration
- recall system

New ministerial regulation on vehicle and vehicle parts type approval under New Land Transport Act has been drafted to align SAPP of 1958 Agreement (Revision 3) as much as possible, depend on negotiation with the industry. This means that any common type approval part of the issued Notifications under MVA will be replaced by the above MR.

**Open Forum**

MALAYSIA AUTOMOTIVE INSTITUTE: What is the major contribution of road fatalities in Japan and how did Japan manage to overcome the problem? And from your point-of-view, what is the best vehicle technology that can reduce road fatalities in relation with human factors and how do you select the best technology for prioritization in your legal framework?

JAPAN: As explained in the presentation, major contribution to the fatalities is pedestrians. So Japan aims to reduce this kind of accident. For the second question, human factor is the most important reason for accident in Japan, same as in other countries, so Japan now tries to regulate their automated system such as in braking. They also support automated vehicle to penetrate the market. To come up with their priority technology, Japan utilizes their accident data, not only the important major data but also the specific data based on research.

MTA SINGAPORE: Thailand presented in its timeline that it is developing a type approval system. Is this a whole vehicle type approval system? Will elements of IWVTA considered in the process? Is there a timeline for when is Thailand doing this?

THAILAND: This is for local vehicle, but will apply the European system. The national vehicle type approval is aligned with UNR, but if they do the same as with UNR, Thailand will still use UNR as equivalent. For the timeline, the process is done with the consideration of the council of state and is sent back to the cabinet, and from the cabinet it will proceed to the parliament, and then it will be enforced. It will probably take six months to one year.

PHILIPPINES: Can Thailand and Malaysia share the major positive impact of signing or acceding the 1958 Agreement in the car manufacturing and car parts manufacturing.
THAILAND: Acceding the 1958 Agreement is a tool. The first thing to consider is to enforce the regulation to curb the road accidents. The 1958 Agreement is a tool for export and import to ensure that standards are the same in all other countries.

MALAYSIA: For Malaysia, acceding to 1958 Agreement allowed them to streamline and improve their safety features of the motor vehicle. For the government-side, it enabled them for easy to make a policy decision, the basis of the technical reference is WP 29. Tomorrow's session will discuss the issue further.

CHINA: Opinion from the industry side, the benefit of joining the 1958 Agreement is a tremendous. It gives regulatory assurance. It is a trade agreement that benefits regulator wanting to protect consumers. The other benefit was observed when other regions joined, the regulations become applicable to member regions. This will benefit the existing industry, export, import.

VI. Short Report as read by Mr. Danny Encela

Mr. Danny Encela of the Land Transportation Office read the short report of the discussions that transpired on the first day and was approved by the participants.

VIII. Closing Remarks

Mr. Arnel Manresa closed the 3rd SEA Forum. He emphasized that the idea of harmonizing vehicle regulations is a long pressing task which the Asian countries are bound to address not only because of the UN Regulations and existing agreements, but also because being a global community, we should have a unified set of standards for commerce and safety. He hopes that through the forum, the participants, including the Philippines, have gained vital understanding, common insights, as well as practical knowledge, on the subjects.

He expressed the desire of the Department of Transportation to continue to strengthen partnership with other institutions, industry partners, and sovereign counterparts for the common pursuit for efficient, effective, and reliable transportation system.
DAY 2
I. Opening Remarks: Usec. Thomas Orbos

Undersecretary for Road Transport and Infrastructure, Usec. Thomas M. Orbos, made the opening remarks for the 2nd Day of the activity.
- Benefits
- Knowledge Sharing
- Reports of Participating Countries

II. Keynote Speech by Atty. Joed Natividad

The following are the key points that was discussed:
- Phil. Acceding to the WP29-1958 Agreement
- EO 628, 2007: Creating a committee on harmonization of vehicle standards and regulations, IRR 2008 (DOTr, DTI, private sector)
- 2013: 161st WP29 meeting last November 2013, in Geneva, Switzerland
  ○ Philippines plans to accede to the WP29-1958 Agreement
- CBA was done by JASIC-JAIF last 2014
  ○ The accession will benefit the country in financial terms of about P 23,395,000 per year
- Benefits of accession:
  ○ Reduction in administrative burden in vehicle manufacturing
  ○ Increase in the amount of trade
  ○ Reduction in automobile price
  ○ Reduction of road side pollution/air pollution
  ○ Reduce vehicle crashes
  ○ Increase sales in domestic automobile and parts
- Indirect benefits
  ○ Savings in automobile fuel expenses
  ○ Reduction of CO2 emissions
- 2 components involved in the WP29 1958 agreement
  ○ Voluntary observance to the UN standards
  ○ Adoption of the Mutual Recognition Agreement (MRA) by imposing a MVTAT (unless tested by cosignatory countries)
- DOTr drafted an EO for MVTAS last 2014
- Certificate of concurrence on accession, forwarded to DFA last July 2017
- Harmonization of 19 UN Regulations, Phil adopted 10
- Signing of ASEAN MRA would either be on the 4Q 2017 or 1Q 2018
- Ratification is projected to be on 4Q 2018
- Adoption of ASEAN MRA on Type Approval for all AMS is projected to start at January 2020

III. Welcome Address from the Industry: Atty. Rommel Gutierrez

Atty. Rommel Gutierrez welcomed the participants from the industry.
- Continue the harmonization of standards
- Improve safety standards level in the automotive industry
- Appreciate JASIC’s efforts for a global industry collaboration

IV. Opening Remarks: Hiroyuki Inomata, Japan
- Ensure the safety and environmental performance of the automobile industry while promoting international trade
- In the WP29, Japan seeks to amend the 1958 Agreement, and to establish the IWVTA System
- 1958 Agreement – entry into force last September
- IWVTA Framework – established last WP29 Meeting
- Revision 3 of the 1958 Agreement will allow the Asian countries to utilize the 1958 Agreement more easily

V. Opening Remarks: Takao Onoda, Japan

- Exchange of views on how 1958 agreement can affect Asian Countries
- Inform others of JASIC’s efforts (started last 1997, 30th anniversary)

Philippines: Arnel Manresa

JASIC: Yoshihiko Sato

I. UN Vehicle Regulations agreements (Recent topics and procedures) - Mr. Walter Nissler, Chief of Vehicle Regulations, Transport Innovation Section and Secretary of the World Forum for Harmonization of Vehicle Registration

SUMMARY: JASIC’s Kunihiko Kumita discussed the recent topics in WP.29 and the procedure for acceding to the 1958 Agreement. The discussion on WP.29 covered its structure and coverage. The principal elements of the 1958, 1998, and 1997 Agreement was tackled, including the current status and latest developments in vehicle regulations. For the procedure on accession, the process and requirements, rights and obligations of the Contracting Parties, and how the CPs can implement the 1958 Agreement was discussed. Additionally, JASIC shared the advantages of international technology regulations for the business sector, the countries and its people.

1) Recent Topics in WP29 / Procedure for acceding to the 1958 Agreement
   (a) UNECE and vehicle regulations
      (i) Information on European transport regulations
      (ii) 58 conventions global outreach covering anything related to transport
   (b) World Forum for Harmonization of Vehicle Regulations WP.29
      (i) Description of WP.29
      (ii) Elements under WP.29 focusing on safety and environmental protection
   (c) The WP.29 Structure including the treaty committees with separate committee for coordination of work
   (d) The WP.29 is worldwide, unique and transparent; it is open and inclusive to national government as well as non-government organizations, but decisions are limited to contracting parties
   (e) Principal elements of the 1958 Agreement
      (i) The agreement provides legal framework for the adoption of uniform UN Regulations on the vehicle construction; reciprocal recognition of type approval which leads to elimination of barriers to trade
   (f) Current status of the 1958 Agreement, which includes the vehicle product and parts that it cover, the
      (i) Priority regulations
      (ii) Latest standards
   (iii) Establishment of database on type approval
   (iv) Adoption of regulations
   (g) Latest developments in vehicle regulations
      (i) Looking at all elements before new vehicles enter the market
   (h) Principal elements of the 1998 Agreement
      (i) Difference is no administrative provisions for type approval
      (ii) CP commits to implement GTR into national legislation
(iii) CP regularly reports on the implementation of GTRs in their national law

(i) Principal elements of the 1997 Agreement
   (i) Reciprocal recognition of certifications for cross-border use of vehicles
   (ii) UN Rules for environmental issues and safety inspections

(j) Status of the 1997 Agreement
   (i) WP.29 has agreed to update the UN Rules
   (ii) Amendments to UN Rules adopted
   (iii) Resolution on test equipment, skills and training

(k) Procedures on Accession
   (i) Become CP -> submission of signed legal documents to UN Secretary General
       -> conditions to become CP -> national approval before accession can be sent
   (ii) No obligation or financial fee
   (iii) Country needs to decide on UN regulations to be annexed

(l) Rights and obligations of CP to the 1958 Agreement

(m) Implementation of 1958 Agreement
   (i) Requirements under amendments to national legislations
   (ii) Responsibilities of type approval authority
   (iii) Technical services CP would like to use

(n) Type approval process and how type approval certificates are used

(o) Most important UN Vehicle Regulations in road safety (recommended regulations
    that do not cover environmental issues) and why do these regulations matter.

(p) Advantages of international technology regulations for the business sector and
    the country and its people.
   (i) Opens for big market

(q) Produced leaflets and publications like child restraint system and motorcycle
    helmets (found in their website)

Question and Answer

1. Ms. Phulporn, co-chair of APWG: Does the WP29 include electric vehicles?
   - Ms. Nissler: Under the 1958-agreement, we have a UN regulation for the safety of
e-vehicles. We are currently in the process of adopting a global technical
regulation on e-vehicle safety, which is in the process, the technical work has been
finalized, it is ready to be voted on, and i expect a positive vote at the next meeting
in March.

2. Ms. Phulporn, co-chair of APWG: What other qualification of the Contracting Party,
   who chooses them? and who qualifies them? who evaluates them? and how long they
   have to assess them and how much do we pay for it?
   - It is a Sovereign decision of a country to accede to a UN convention. This is done
     without any assessment. The only precondition is that you are a member to the
     UN. If a country is member of UN, you are eligible to accede to UN conventions,
     related to vehicles. Country can decide to become Contracting Party. There are no
     qualifications, only to be a member of the UN.

3. India: Tell me about the Advantages of international technical regulations. What do
    you mean by Safe harbor? And the Harmonize requirements? Could you please
    explain on that?
   - Harmonize requirements:
     ○ If you have a global technical regulation, following these requirements
       would allow a product be certified and be accepted by all countries that
       are contracting parties to the 1958 agreement.
     ○ Regulations is based on performance requirement.
     ○ Establish national standards, regulations, performance req, application of
       the principles of physics, it doesn't change wherever you are in the globe,
for example, acceleration for brakes and deceleration for braking are needed wherever you drive.

- Safe Harbor
  ○ Industry benefit from framework of standards and once they fulfil the standards, products are certified according to international standards for safety and environment friendly.
  ○ Provides safety net

4. Ministry of Industry: Clarification regarding e-marking. Based on this presentation, all vehicle parts and the system, which is approved according to UN regulations, should appear the e-markings for components and the system? But in terms of implementation, e-marking is only focused on the parts compared to the systems. But, in this scenario, is marking on the system mandatory or voluntary in the UN regulation?
  - Each of the UN regulation has a specific chapter that defines how the type approval marking is set up on this regulation and where it has to be shown.
  - In terms of implementation, the e-markings focus on parts and not the system. Depending on the regulation where you want to put the marking, which size, what structure, etc.

5. Thailand: What is the difference between the UN regulation and UNECE regulation?
  - It is written down in the revision 3 of the 1958 agreement, it is a UN Regulation because it is a global agreement and not to the area of UNECE.

II. JASIC Support Programs - Mr. Kumihiko Kumita, Executive Director, JASIC and Mr. Masaki Yamaguchi, Director of Technical Section, JASIC

**SUMMARY:** JASIC's Masaki Yamaguchi discussed the JASIC Action Plan which included harmonization and support of Asian Countries. The purpose of Public and Private Joint Forum in Asian Region, which is to realize international harmonization of vehicle regulation and mutual recognition of approvals was presented, including the progress on workshops on automotive regulations and certification under the ASEAN and Japan cooperation.

1) Objective of JASIC and its midterm plan (2016-2020)
   (a) Harmonization in the advanced technology field, i.e. automated driving and IWVTA, Worldwide vehicle type approval system based on 1958 agreement
   (b) Support of Asian countries in considering the international harmonization and each country's situation by:
      i. Promoting introduction of UN Regulations in each country in accordance with each country's condition
      ii. Promoting accession for 1958 agreement
      iii. Offering the occasion to share information of WP29 and views
   (c) Periodical Technical Inspection

2) Purpose of Public and Private Joint Forum in Asian Region is to realize international harmonization of vehicle regulation and mutual recognition of approvals under the 1958 agreement
   (a) Contents and participants of previous forums: merit of 1958 agreement was recognized, participation in WP.29 is valued, and status of ASEAN MRA and IWVTA

3) They also showed recent workshops on automotive regulations and certification under the ASEAN and Japan cooperation.

4) Description of ASEAN Japan Long Term Support Project (LTS) and its purpose and approach, and its future actions (expand ASEAN MRA, link to WP.29, further study on mutual recognition, and advice to AAC activities)

5) Purpose and items included under Asia Expert Meeting
(a) Purpose: To assist other countries to have a deeper understanding of the 1958 agreement and UN regulations and enhance their technical skills of approval process.

(b) Items included: 1958 Agreement, IWVTA and Regulations

6) Approach of the New Cooperative Program
   (a) In order to develop the safety and environmental regulations, we should consider ground data analysis, this approach specifies the importance of using scientific data as a basis for creating these regulations.
   (b) Example: JASIC project for Malaysia on data collection and acquisition, review current approach and policy decision

7) JASIC recommends countries to participate as observers in WP 29 even before acceding to the 1958 agreement.

8) Japan, Malaysia, Australia, Russia, and EU as joined 1958 and 1998 agreement (WP 29 covers both 1958 and 1998 agreement), with Japan contributing in the foundation of the 1998 agreement.

9) WP 29 meetings are held 3 times a year (March, June and November). In all these meetings, JASIC provides support through: procedure briefing of the meeting contents documents, logistics or preparations and publication of support brochure i.e. steps to participate in the WP9, etc.

10) Mr. Mori showed how to operate the UN website.

III. JASIC 2017 Asia expert meeting and plan for 2018

Report of the 2017 JASIC Asia expert meetings and its plan for 2018 and after

1. Scope of expert meeting
   - Cooperative and support scheme
   - Fundamentals of 1958 agreement
   - Basic knowledge on regulations
   - Basic knowledge on detailed testing method and facilities
   - Development of experts

IV. Report on the attendance to the WP.29 by Malaysia

1. Attended three (3) meetings (March, June, November)
   - Based on previous meeting, several Asian countries has joined (3, 5, and 2) mostly Japan and Malaysia

2. Remarks by Malaysia during 171st WP.29
   - Explained intention on implementation
   - Explained National Automotive Policy 2014 to enhance their automotive sector
   - Gazette of 100 UN Regulations by their national government
   - Objective to achieve global harmonization
   - Promote Energy Efficient Vehicles (EEV) under UN R101: Fuel consumption requirements
   - Commitment to get more involvement in the 6 GRs (working groups) meeting

3. ITS/AD (intelligent transportation system and advance autonomous driving)
   - Planned to join the informal working groups on ITS/AD
   - To get more information/update from UN re: ADT, etc

V. Vietnam experiences in utilization the UN Regulations

1. Vietnam is one of the Asian countries that received supports from JASIC organization and they show deep gratitude to JASIC and they’re having efforts to participate to 1958 agreement

2. UNECE regulation impact to Vietnam
- Adopting ECE regulation (adopted 14 ECE regulation to Vietnam regulation/QCVN; adopted 44 ECE regulations to National Standards/TCVN)
- MRA-ASEAN (adopted 51 ECE regulations to National Standards/TCVN)
- Preparation of testing facilities
- Training, studying and working group with other countries about UNECE regulation

3. Representatives attended several WP29 meetings from 2004-2013 in Geneva as observer. Still have limitation: lack of testing facilities; limitation in knowledge, experience and language; and budget

4. Cooperating w/ JASIC to conduct the project “Assistance for Vietnam’s efforts toward harmonization of automotive regulation and mutual agreement”

5. CONCLUSION:
   1. Focus firstly on the MRA-ASEAN
   2. Look for budget to participate WP29 meetings, studying and training
   3. More communication with other ASEAN countries
   4. Persuade related body in Vietnam to support accession

Comment:
If Vietnam lacks testing facilities, Vietnam can bypass by delegating external services

Mr. Miyamoto
Chairman of JASIC WP 29 IWVTA Cooperative Committee

Background
Asian Countries are considering to accede the 1958 Agreement and also it was explained in the morning session. Revision 3 of the 1958 Agreement have been imposed from the 14th of September this Year. Last week, the IWVTA was adapted in the WP 29.

Two Panel Discussion:
1. Sharing of experiences with those who have already acceded the WP 29
2. Revision 3 of the 1958 Agreement in the IWVTA

I. MALAYSIA
   Experiences of Acceding to the 1958 Agreement

SUMMARY:
- Malaysia joined the WP29 and identified several objectives as follows:
  1. Reduce road casualties and fatality index
  2. Improve safety features of motor vehicles, in-used in Malaysia
  3. Implement in the international standards, UN Regulations
  4. Adapt the WP 29 framework in Malaysia
  5. Establish the comprehensive VTA System
  6. Promote and inculcate the vehicle safety concept thru the UN certifications in the domestic automotive center
- Malaysia joined the WP29 since 04 April 2006. Implement 1958 Agreement, harmonize UN regulations in their vehicle regulations and accept mutual recognition to increase safety features and compliance to environment standards
- Malaysia choose to implement 1958 Agreement because the Certification and Testing Framework under the agreement is in line with main structure of their Road Transport Act 1987. Also, there is a benefit on mutual recognition of approval under the 1958 Agreement
- Justifications why Malaysia choose the 1958 Agreement to be implemented
1. The JPJ is the only one Agency that leads the VTA procedure. JPJ also regulates the requirements for the motor vehicles in Malaysia.
2. Based on the framework on the 1958 Agreement regarding the certification and testing procedure is in-line with the Route Transportation in 1987. Malaysia also needs to establish third party to conduct the testing and also to establish the approval authority to issue certification.
3. There are benefits in the implementation of the mutual recognition approval of government, industry and public.
4. Based on the 1958 Agreement, Malaysia accepts the certification, UN regulation issue, by another party and the 1958 Agreement and to facilitate the international trait of vehicle and the components.

- Activities of Malaysia since it joined WP.29 in April 2006 were:
  1. 2007- Start to gazette UN regulation under their RTR, i.e UNR 66
  2. 2008- Start to enforce the first UN Regulations
  3. 2012- JPJ officially recognized as Type Approval Authority in order to lead the implementation of WP29 framework
  4. 2012- Designed several service from the outside and also domestic for the purpose to enhance compliant to the UN Regulations thru VTA procedure
  5. Ministry of Transport (MoT) and JPJ are the leaders in the implementation of WP29 framework
  6. Five technical services from the domestic testing centers; three technical services from international centers; designated several TS, i.e., SIRIM, IDIADA, TUV Rheinland

- Merits they experienced after joining WP.29 included:
  1. Reduced their road casualties, but fatality index is still high. Their RSP 2014-2020 aims to reduce 50% fatality. The RSP also covers: Road safety management, safer road user, safer vehicle, safer mobility and road, and post-accident management
  2. Established a framework similar to WP29, with a National Committee lead by MoT on top, an Expert Group led by JPJ, and various working groups similar to WP29. Each group are led by different agencies and will focused on the implementation issues and solutions and will be centralized by JPJ as leaders for the expert groups in Malaysia
  3. Malaysia prepared Acts up to 2020 and has also implemented 100 UN regulations which were also enforced through vehicle type approval system led by JPJ
  4. Presented timeline of their implementation of UNR starting 1997
  5. Implemented VTA, with roadmap based on mutual domestic consultation and applying the concept of 2+2 (years of preparatory and readiness period)
  6. After joining WP.29, they have improved Type Approval and applied the concept of certification.
  7. Malaysia showed its improved Vehicle Type Approval System.
  8. Lastly, another merit is the UNR Certification. Malaysia also showed the process flow of its UNR certification by JPJ.
  9. UNR Certification was also introduced to encourage industries and to encourage the harmonization of UN Regulations in Malaysia.

- Challenges and Obstacles
  1. Limited knowledge of competencies regarding the WP 29 Framework and UN Regulations
     - conduct meetings and conferences with private and government agencies and international programs and improvement of technical services
2. Limited testing facility to conduct the testing UN Regulations
   - collaborate with local manufacturing industries to establish testing facilities
3. Roadmap Implementation of UN Regulations
   - needs more discussions with domestic industries regarding the readiness of Malaysia to comply the UN Regulations
   - Impacts of Revision 3 of 1958 Agreement
     1. There is a need to review VTA of Malaysia to make sure that it is aligned with IWVTA concepts;
     2. Need to identify the series of UN Regulations that needs to be implemented;
     3. Need to schedule the budget to actively participate in meetings of WP 29 and also the Six Working Group;
     4. Need to have consultations with the industries regarding the 1958 Agreement amendments

II. THAILAND
Experiences of Accessing to the 1958 Agreement

SUMMARY:
- Before the accession, in Year 2000, Thailand attended the WP29 as an observer and started Working Groups for each activity; the working groups consist of government agencies and industries
  1. In 2006, Thailand acceded the 1958 Agreement
     a. Revision 2 of 1958 Agreement was on 1 May 2006
        (i) Thailand regularly participates in WP29 since 2006
        (ii) Amend the technical regulations of Thailand by adopting the UN Regulations
        (iii) Joint meeting of industries to draft national regulations
     b. 1958 Agreement Revision 3 had been enforced in 14th September 2017; New concepts and contexts were added in the Agreement
     c. DLT had set up a new committee on the 1958 Agreement Implementation also in September 2017. The committee is responsible in the recommendation of best position of Thailand in the 1958 Agreement including the UN Regulations
     d. Since accession, Thailand have been regularly participating in WP.29 meeting and some GRs
     e. Drafted and amend national technical regulations by adopting UN regulation
     f. Showed timeline of UNR enforcement
     g. Committee was set up in 2015 as per Revision 3 of 1958 Agreement
     h. Future expectation is for Thailand to participate more especially on issues of UNR0 – VTA of the import, and DETA – national VTA cross checking test report

III. JAPAN
Experiences of Accessing to the 1958 Agreement

SUMMARY:
• Japan’s step towards accession to 1958 agreement
  1. Studies and researches, when joining international agreements there should be consultations to be made by the government to gain information and knowledge from the stakeholders
• Activities of JASIC
  2. Before accession
     a. Harmonization in WP29 especially in similar subjects
     b. Revise agreements
  3. After accession
     a. JASIC continue in establishing UN Regulations, adopts the regulations
• Demands of Japan:
  1. Accepts the approval
  2. Grant the approval
• In conformity to the regulations will be checked by the government. By acceding the 1958 Agreement, the government was able to accept approvals.
• Japan need it to establish a prescribed vehicle type approval system for motor vehicles
• TNCL was established under MLIT to keep the ability of actual type approval procedure; Arrangements to Japan’s system and framework to accept approvals based on UN regulations; MLIT asked Diet to amend related laws to prepare for the accession; Arrangement also included designating Approval Authority and Technical Services
• Several important point about the accede
  1. It is necessary for a Country to uphold the Article 6 of the Agreement.
  2. After acceding to the agreement, we can choose which regulation to be applied
  3. Japan only applied five (5) UN Regulations

CONCLUSION:
- In order to accede to 1958 agreement, private, government agencies and industries must national laws must be amended

COMMENTS:
- Malaysia: there was no need for major amendment to current national laws; however, we need to enhance our existing Acts to inline in the WP 29 maybe in terms of competency of agencies and also improvement on the participating in international meetings
- Thailand: Improve and strengthen the national regulation and look for international regulations that could be adopted
- Japan: Suggest to attend actively in the meeting of WP.29; preparation to attend the meeting is difficult in the first stage; there should be coordination and cooperation in the attendance of the meeting.

NISSLER:
- Malaysia: Issue on proxy voting is not possible in Revision 3
- Thailand: Technical interpretation differences. I invite you to actively participate in the WP29 because it is not just an element on creating regulations, it is also understanding the context of other colleagues in the world who have already think of solutions. It is also much easier to get common understanding.
- Presented the main objectives of Revision 3 of the 1958 Agreement
  ○ The possibility of the international whole vehicle type approval
  ○ The possibility to grant type approval according to the version of UN Regulations
- Revision 3 of 1958 Agreement includes additional definitions e.g. whole VTA;
- Revision 3 of 1958 Agreement covers the 8 Schedules of Administrative and Procedural provisions

IWVTA effect on Asian Countries
Overview of UNR0 which seeks to establish internationally recognized whole VTA scheme within the framework of the revised 1958 Agreement.

- Objectives of IWVTA
- Benefits can be experienced by the governments, industry and consumers
- Challenges in achieving the IWVTA vision, i.e., CPs have different number of UNR applied, and there are different requirements for whole vehicle level operated nationally/regionally
- They had to visualize their approach by studying the current situation in many CPs
- Description on what IWVTA is comprised of
- Obligation and right of CPs
  ii. Also briefly presented the contents of the draft UNR0, including Annex 4: Twenty-two (22) UN regulations which are applicable to IWVTA
  iii. Timeline of the establishment and evolution of IWVTA starting on 2016 which is Revision 3 of 1958 Agreement; by June 2018 UNR0 to enter info force;
  iv. Conclusion: Phased MRA, actions that each country must do for he success of the IWVTA

COMMENTS:

- Thailand: Normally, Malaysia implements UN Regulations. In case of e-call of UN Regulations, what are the electives?
  Malaysia: The policy is not yet finalized in Malaysia.
- Aside from the technical requirement, it is also necessary to have support from the telecommunications.

CONCLUSION:

- Importance of the National role to accede the 1958 agreement
- To know much more, it is recommended to participate in meetings of WP.29
- Revision 3 of the 1958 Agreement and the IWVTA can help Countries accede and enjoy the 1958 Agreement more because the previous UN Regulation can be certified.

DISCUSSIONS ON THE WP.29

I. JASIC Naomi Mori: Technical topics on WP.29
   2. Recap of the 5-day event in WP.29
      ● Coordination of work
      ● Adoption of agenda and report from AC2 and each GR
      ● Revision 1958 Guideline as focused theme
   3. 171 events and highlights
      ● Opening statement from Malaysia re: their activities for safe and envi friendly vehicle and their establishment of expert working group
      ● Amendment to UN regulations
   4. 172 events and highlights
      ● ITC
   5. 173 report WP.29
      ● Establish IWVTA: new UN GTR and UN R0 agreed at WP.29
      ● Amendment to existing UN regulation and UN GTR
      ● Establish new UN Regulation and UN GTR
         1. UN R0
         2. UN R accident emergency call system
         3. UN T ISOFIX anchorage system, ISOFIX top anchorages and i-Size seating positions
         4. UN GTR on Electric Vehicle System voting to be done next sessions
      ● Establish new Mutual Resolutions
      ● Calendar of 2018
II. Reports on ASEAN MRA on Type Approval for Automotive Products
1. ASEAN MRA Definition and Objectives
   ● Objectives
     1. Enhance cooperation amongst member states in ensuring the safety, quality and eni protection of ASEAN automotive products;
     2. Create a single market and reduce technical barriers
     3. Facilitate negotiation for mutual arrangement between ASEAN and other
     4. Increase utilization and strengthen capability of testing facility of member states
   ● ASEAN MRA as initial stage before accession to the 1958 Agreement
2. Utilization of UN-R for ASEAN MRA
   ● Stage Implementation:
     1. 19 UN-R
     2. 22 UN-R
     3. 10 UN-R
3. Current status of harmonization on 19 UNR Phase 1
   ● Harmonized 19 UN-R for phase 1
4. Timeline of ASEAN MRA
   ● APWG -> ACCSQ -> SEOM -> AEM
5. Roadmap of Implementation ASEAN MRA
   ● 2016-2018 will be the signing of the ASEAN MRA, and ratification and establishment of the ASEAN AAC by 2020
   ● Ready to implement ASEAN MRA by mid 2018

III. JAPAN Report on Government Meeting
1. Malaysia established AAI
2. South Korea activities on WP.29
3. Thailand benefits from 1958 agreement
4. Vietnam impact of 1958 agreement in their country
5. India gov’t and committees related in establishing regulations, features of India’s VTA and AIS covered subjects
6. VSCC presented importance of harmonizing automobile regulations
7. Japan comment that 1958 can be utilized in ensuring traffic safety and protecting the envi
8. Philippines made closing remark to hold the next PP Forum

IV. Outcome of the 3rd Forum for South East Asia
Presented by Carol Mangalili
- The forum was attended by governments and respective automotive industries from Cambodia, Indonesia, Japan, Malaysia, Philippines, Thailand and Vietnam
- Reports from the Asean Automotive Federation and the Philippine Automotive Industry by KAMI
- Discussions on the following was made:
  ○ Process on developing measures related to vehicle safety and environmental protection; JASIC presentation on the automobile related safety and environmental protection policy making process
  ○ Importance of analyzing the status of air pollution and that there are factors of road safety which are important to determine which measure is effective
  ○ The necessity of organization for each process in policy making
  ○ From Japan, a presentation on the Japan’s role on the process and approach on automobile related traffic safety and environmental protection policy making process should be a reference for other ASEAN Countries in sharing their knowledge and experience in international fora
  ○ Malaysia made presentations on automotive safety and environmental protection policy making process
○ Thailand made a presentation on developing measures related to vehicle safety and environmental protection; the rule making process in Thailand and their activities on vehicle safety according to their laws
○ JASIC made a presentation on electrical vehicles and that harmonization with UN Regulations is effective since EV technology is new and there are also ongoing global technical discussions on the said matter
○ The next JASIC forum in South East Asia will be held in Thailand

V. Report of JASIC-KATRI Forum
1. Overview of the 5th JASIC-KATRI with 14 participants
2. Main agenda were:
   ● Exchange information on harmonization and activities in WP.29
   ● Policy on Autonomous vehicle
   ● Discussion of recent issues
     1. Minimum ground clearance
     2. License plate and relevant regulations
     3. Exchange information on micro-mobility
     4. Cooperation in development of autonomous vehicle and its relevant technology, and to conduct joint study to propose to amend UN-R or GTRs in WP.29
   ● Future cooperation between KATRI and JASIC
   ● Technical Tour (visit test facilities in KATRI)
3. Outline of the APEC-TPT VSHG Meeting
   ● Held in Tokyo Japan with 10 economists as participants
   ● Discussed agenda
     1. Report on WP.29 (plenary meetings, activities)
     2. Progress on harmonizing with Un-R/GTRs
     3. Policy/Technical discussions on ITS-AD informal working group and policy for automated vehicles in Japan, Korea, Singapore
     4. Policy on TMM9 and UN Decade Action Plan for Road Safety
     5. Other business on policy for EV/FCEV Vehicle in Korea, exchange information on minimum ground clearance in Korea, Japan, Vietnam, plan to test data disclosure and rating of vehicle safety regulation and future direction for VSHG
   ● Amendments and new UN-R
   ● Key issues
   ● Status on harmonization on UN-R/GTR
4. 10th CATARC-JASIC Forum
   ● Thorough discussion and fruitful result on about recycling and how to reduce interior VOC
   ● Established new sub-committee for GB standards – 21, and GB/T standards – 131
   ● Benefits of harmonization of vehicle regulations, the keys of harmonization and other progress (effective dates for Japan is same with EU)
   ● Next forum to be held in Tianjin, China and agenda will be info exchange on domestic vehicle regulations and future plan for international standards and cooperation
5. CAMPI results of 22nd RACE Meeting
   ● Participated by automotive association of Philippines, India, Indonesia, Malaysia, Myanmar, Philippines, Japan, Singapore, Taiwan and Thailand
   ● Reported latest regulatory movements and issues
   ● Meeting recommended integrated approach incorporating and all stakeholders consultative process that takes three major factor (human, infra, vehicle)
   ● Win-win implementation of new UN-Rs
   ● Recognized that Revision 3 of 1958 Agreements has been enforced in 14 Sept 2017
6. Contribution to society as auto-part industries

- Recognized general benefits of the new changes in Revision 3 vs Rev 2
- History of JAPIA activities
  1. Automobile industry mission of JAPIA
  2. Social problems brought about by the increase in automobile production and CBU export increasing which requires business expansion
  3. JAPIA has established committees to overcome regulatory trend (RCSC and STC)
  4. International regulatory activities of RCSC and STC
  5. Some examples of JAPIA activities
     1. Proposal of won country's product specification
     2. Own opinion in WP.29 and promotion of product development
     3. Lesson: meetings among Parts Makers in each country are essential!
- JAPIA believes that regulation harmonization and IWVTA can lead to an ideal world and affirms their support on other parts industries association.

7. Japan Type Industry Observation for Type Related UN Regulations in Japan

- History of adoption of tyre related UN regulations
  1. Japan established “Technical Standards for Tyres” based on UN R30/R54/R75 in July 2003 (5 years after Japan’s accession to 1958 agreement)
- Details of technical standards for tyres (safety)
  1. Technical standards established in july 2003
  2. Direct adoption of un regulation starting on October 2015
     1. E-cert marking not mandatory because the marking will require longer workload
  3. Procedure for VTA
     1. Tyre with UN cert is acceptable, if none, witness test using TRIAS Test Report
- Merit of accession to the 1958 agreement and adoption of Tyre UN Regulations
  1. Tyres of same specifications are traded and sold around the world, hence harmonization of regulation is desirable direction for JATMA
  2. Number of CPs is increasing (total of 54 countries as of 2017) and Mutual Recognition among CP is very preferable for the tyre industry
  3. UN Regulation is becoming as de facto standards
- JATMA support accession to the 1958 because:
  1. Tyres are vehicle equipment are used globally
  2. MT among CPs of the agreement is preferable
  3. Non CPs also accept UN cert

Q&A:

- Question: Can the UNR 117 implement in the same time and the R30?
  Answer: The UNR117 needs more safety requirements so there is a need for more time to implement the UNR 117.

- Question: Why is the UNR 117 has different timing?
  Answer: There are different timing in UNR 117 so that each Country can decide on the introduction of new vehicles in relation to the existing vehicles.
Presentation of Country Report

The first half of the third (3rd) day was the presentation of country reports from Cambodia, China, India, Philippines, Thailand, Korea, Vietnam, Chinese Taipei, and Lao PDR. The session was chaired by Mr. Makoto Yamagata and Mr. Arnel Manresa.

The main focus of the country reports was the status of vehicle regulatory harmonization in each country. There were four (4) topics that the participants may choose from and these were: 1) Recent situation of the measures related to vehicle safety and environment; 2) Activities in the WP 29; 3) Process of developing measures related to vehicle safety and environmental protection; and 4) Vehicle certification system.

For the first topic, Cambodia, China, India and Philippines presented the following:

1. **Cambodia**
Muv Sukiya of the Product Register Office Regulatory Department of the Ministry of Industry and Handicraft Institute of Standards shared their report on road safety implementation including key road safety challenges, national policy strategy and actions, and outcomes.
Mr. Sukiya shared that motorcycles compose eighty percent (80%) of Cambodia's motor vehicle registration. Vehicle registration increased almost eleven (11) times from year 1990 to year 2016. Number of crashes in 2016 is almost four thousand (4,000) and almost twelve thousand (12,000) casualties. In Cambodia, five (5) people die and almost thirteen (13) were injured every day. The leading cause of death (road accidents) was caused by human error (97.4%).
To enhance road safety and reduce fatalities, Royal Gov’t of Cambodia committed to develop a National Road Safety Action Plan 2011-2020. Their national strategy included development of action plan, amendment and establishment of laws, awareness campaigns, improving infrastructure and other automotive technologies. They also presented their actions to improve road infrastructure, inspection system, automated registration, enforcement and capacity building.
Their actions brought about 379 saved lives from awareness raising and strong implementation of RTL, provide good service in terms of shorter time and for a more transparent and accurate driver's license application, and improved infrastructures.

2. **China**
The country report of China was presented by Mr. Sun Hang of the Auto Standardization Research Institute of the National Technical Committee for Automotive Standardization.

Mr. Sun Hang presented the updates on their intelligent and connected vehicle system (ICV). ICV is an international trend and hot topic for regulation harmonization. Major producers take ICV as an important development direction, and guide and promote the development of ICV through policies, incentives, etc. ICV plays a leading role in issuing standards for autonomous driving and guidelines for cyber security.

ICV has two (2) main categories: Automated Driving (AD) and Connected Driving (CD). AD is a core function of ICV development. He also presented different influential factors in ICVs development, i.e. technical, administrative, legal and social. He emphasized that improvement of AD is the main key for ICV development.
China investigates regularly the obstacles against ICV development and it includes: 1) investigation on regulatory obstacles against ICV development (25 laws, regulations and rules); 2) investigation
centered on driving tasks; 3) proposal of several solutions to clear regulatory obstacles against ICV; and 4) introduction of the principles of “function equivalence” and “effect equivalence”.

He also presented the main contents for ICV public road testing regulation, all leading to a joint permission for ICV test. He also shared the MIIT and SAC proposed development schemes for ICVs standards which have four (4) main categories: 1) basis, 2) general specifications, 3) product and application, and 4) relevant standards.

To accelerate development of functional safety standards in 2017, China finished drafting and published new standards based on ISO 26262 and will continue to participate into international harmonization and communication.

3. India

India presented their “recent situation of the measures related to vehicle safety and environment”, which included their regulatory mechanism and highlights of safety and emission norms for vehicles. On regulatory mechanism involving the government of India, implementation is conducted by the ministries (i.e. MORTH, MOHI, MOEF, MOCA, DGFT, and State Ministries. Standardization is handled by the committees which meet at least twice a year. Certification is provided by eight (8) agencies.

India has a Type Approval System that is similar to UN-ECE and was implemented in the year 1991. The standards are aligned with UN Regulations.

India also presented the role and responsibility of their National Committees, namely: the Central Motor Vehicles Rules-Technical Standing Committee (CMVR-TSC); the Automotive Industry Standards Committee (AISC); and the Standing Committee on Implementation of Emission Legislation (SCOE). They also shared the subjects covered under their AIS.

India’s highlights of norms that the country recently implemented covered safety and emissions, including norms that were implemented, notified, and proposed. The safety norms that were notified have the timeline within 2017-2020. Vehicle Recall Procedure are among the norms that are proposed. Norms on emission that are notified are to be implemented within 2018-2020.

For in-use vehicles, India is setting up model inspection and certification test center. AIS-129 on End of Life of Vehicles is published and implementation plan is under discussion.

During the Q&A portion, India’s action on road safety was discussed. The country’s main cause of accident is driver’s fault, mostly for two-wheelers. India emphasized that driving training is important. For their part, road safety campaign is continuous and done across the country and even encourages manufacturers to conduct it. Road safety campaign is help at least two (2) weeks in a year.

India was also asked if they plan to enact laws for pedestrians and cows. There are rules coming up in their motor vehicles act, but the rules are only for motor vehicles and not pedestrians. There are none that involve the cows.

4. Philippines

Philippines’ presentation focused mainly on the initiatives for accession on the 1958 Agreement. In 2014, a cost-benefit analysis was conducted to determine the direct and indirect benefits of accession to the Agreement and as per the analysis, the Philippines loses USD 458,823 per year by not acceding. Hence, Executive Order No. 628 was issued detailing the work to be done relevant to the accession. The Committee on Harmonization of Vehicle Standards and Regulations (CHVSR), led by the DOTr, was created.

Philippines shared several of its development programs that are directly related to vehicle standards and regulations and are to be implemented in the next five (5) years. This include the CARS program - a government intervention in the form of subsidies. Another is the Public Utility Vehicle (PUV)
Modernization Program where about two hundred fifty thousand (250,000) PUVs will be retired and modern conveyances shall be ushered in through franchising. Through these programs, the Philippines aims to be a supplier of commercial vehicles locally and internationally.

Philippine’s active participation as ASEAN Member State and possible accession to the WP29 Agreement will facilitate its entry to vehicle production market and strategically supply vehicles with quality consistent to the Agreements on vehicle standards and regulations.

JASIC have been supporting Philippines to accede in 1958 Agreement. As per the country's Roadmap to Accession, Philippines already submitted to DFA attendant documentations.

At the end of the presentation, JASIC signified its anticipation for the Philippines’ accession to the agreement.

5. Thailand

The progress report of Thailand was reported by the Automotive Engineering Bureau - Department of Land Transport of the Ministry of Transport. The presentation included Thailand's recent situation of measures on vehicle safety and environment, and its updates on activities in the WP 29.

For the first agenda, it was presented that that type approval on categories L3: R41, O3, R29, R81 and Categories M1/N1: R39 was already implemented. Enforcement for R28 and R43 is set to be on 2018 while for R3, R51.02, and R28 is set to be on 2019. Thailand is also set to revise regulation on L3: R41, O3 to R41, O4 and L3, M1/N1: R39, 00 to R39-01.

As for the country's activities in the WP 29, 1958 Agreement (Rev.3) had been enforced on 14th September 2017 where UN R0, SAPP were added. DLT set up new committee on 1958 Agreement Implementation in September 2017. New Land Transportation Act was submitted to the cabinet mid October 217. Lastly, a MRA for Type Approval system was drafted and will adapt some Schedules of SAPP of 1958 Agreement Revision 3.

6. Korea

The country report was presented by the Korea Automobile Testing and Research Institute (KATRI) and included the overview of KATRI, its activities in WP 29, its status of harmonization with UN R/GTRs, its plan to amend KMVSS in 2018, and its establishment of KICAS or Korea Internationalization Center for Automobile Standards.

KATRI envisions itself to be a global specialized institute for vehicle safety. Its major work is directed towards decreasing traffic accidents and its major activities included expansion of safety tests and the accession to 1958 Agreement. The structure of KATRI is composed of four (4) offices dedicated to Research Planning, Defects Investigation, Research and Development, and Autonomous Vehicle Center.

KATRI’s major activities in WP 29 include its participation in plenary meetings and six (6) GRs, and its participation in Informal Working Groups--performing as Chair Country for Vehicle International Air Quality and Panoramic Sunproof Glazing, as TF Leader for UN GTR No.9 Phase 2, Electric Vehicle Safety and Electric Vehicle and Environment, and as Vice-Chair for UN GTR No.13.

For Korea's status of harmonization with UN R/GTRs, a total of, 59 UN regulations (12 introduced in 2017) and 11 UN GTRs (1 introduced in 2017) were introduced into Korea Motor Vehicle Safety Standards (KMVSS).
Korea also has a plan to amend KMVSS in 2018, which includes expand installation of AEBS and LDWS, expansion of installation target to all vehicles on backward safety devices, and introduce UN regulations for lighting and lighting devices. It will also establish KICAS (Korea Internationalization center for Automobile Standards) to support MoLIT, expand activities in UNECE WP.29 and harmonization and R&D.

After the end of the presentation, JASIC expressed their support to collaborate with Asian countries. If they needed JASIC support, just let them know. Thailand and Korea to show their experience in WP 29 together with JASIC.

7. Vietnam
The main contents of Vietnam’s country report were their current situation on vehicle safety and environmental protection and their actions.
On road traffic accidents, Vietnam recorded 8,680 fatalities, 19,280 injuries, and 21,568 accidents. The roots causes are the quality of vehicles, infrastructures, driving drunks and consciousness of traffic. On environmental protection, Vietnam statistics showed that 40% of their pollution comes from the transport sector.
Vietnam shared its progress in national technical regulations (QCVN) reference to UNECE Regulations focusing on vehicle safety and environment protection, vehicle testing. There are eleven (11) for automobiles, and three (3) for motorcycles. While on national standards (TCVN) for Automobiles and Motors reference to ISO Standards, there are fifty four (54).
Vietnam also presented its register testing facilities composed of Motor Vehicle Testing Center (2004), Emission Laboratory and Proving Ground. It also shared its actions to improve their infrastructure (i.e. new construction in Ha Noi) and transport systems (ongoing sky train system in Ha Noi), and develop their public transport vehicles and encourage to use the E-Vehicles.
At the end of the presentation, Vietnam concluded that Vehicle safety and Environmental Protection is their most important international target, vehicle certification system could ensure that new vehicles/components meet the national mandated regulation, and their focus is on Asian MRA and Mutual UNECE regulations.

8. Chinese Taipei
Chinese Taipei presented their updated country report on Regulation Harmonization. He discussed the process of amendment or revision of national regulations considering the UN regulations. This include periodical review twice a year, and proposal by any interested group.

For the periodical review, he shared that ten (10) regulations on GRRF was reviewed in the second half of 2016 and five (5) regulations of the first half of 2017. On GRSP, five (5) regulations was reviewed in the second half of 2016 and five (5) regulations on the first half of 2017. On GRSG, one (1) regulation was reviewed in the second half of 2016 and seven (7) on the first half of 2017. Finally, on GRE, seven (7) regulations was reviewed in the second half of 2016 and ten (10) regulations on the first half of 2017.

He also presented Chinese Taipei plan for introducing new UN regulations for UN Decade of Action for Road Safety. There are three (3) phases and Phase 1 is already finished. They are currently in Phase 3.

9. Lao PDR
Lao PDR presented their effort towards the harmonization of vehicle regulations under WP 29. Currently, their vehicle registration reaches nearly two (2) million and is increasing fourteen percent (14%) per year in average. There are sixteen (16) inspection centers nationwide, but not caters to
heavy vehicles yet. These inspection centers are for mandatory emission test. Lao PDR also has three (3) ministries under their National Body which is the Vehicle Safety Authority. Their plans include participation on WP 29, to join the 1958 Agreement, and to adopt UN Regulations (19 items under ASEAN MRA).

He also discussed their process on vehicle type approval, noting that their current system of imported vehicle is based on paper work and mission test is not yet required by regulation. Their ongoing plans include: 1) Build up new regulation (manage inspection center); 2) Revise decree for managing import and export of motor vehicles; 3) Build up Motor Vehicles Law; 4) Conduct data collection on vehicle assembly factory for automotive product testing center project; and 5) Exchange and share experience with other countries.

Problems and challenges faced by Lao PDR include lacking of human resource that know and are expert on UNR; uncontrolled modified vehicle (trucks and buses); etc. Finally, he presented their roadmap and action plan focused mainly on improving regulations, VTA, adopt UNR, accede to 1958 Agreement and join activities of the IWVTA.

By the end of the presentation, JASIC expressed its further support to Lao PDR in vehicle certification and inspection system.

Presentation and Approval of the Short Report

Engr. Bartolome Agustus O. Sesperes, Chief of LTO’s North-MVIC, presented the short report of the country report’s presentation, which was eventually approved by the participants.

The participants (Vietnam?) expressed their thanks to JASIC, and asked the ideal timeline for all countries to accede the 1958 Agreement, and suggested that in 2020, every country should try to accede the 1958 Agreement because the technology is upgrading and in about five (5) years’ time, things may change again.

JASIC will take it into consideration. The PP Forum could correct information relating to each activity for the accession to the Agreement. One forum could serve as preparation for the next forum.

Lastly, it was confirmed that the next forum will be held in Thailand.

Technical Tour

The technical tour was attended by thirty-three (33) participants from Cambodia, China, India, Indonesia, Japan, Korea, Lao PDR, Philippines, Thailand and Vietnam. The participants visited the Motor Vehicle Type Approval System facility of the Department of Science and Technology. The facility is located in Bicutan, Taguig, Metro Manila.
During the site orientation, DOST discussed the operation and functions of the equipment. They also provided the participants information on what they can improve to their country or in the Philippines. DOST acknowledge that the agency has more room for improvement to be able to match the type approval system of other countries, but they ensure the safety of the users by conducting some testing in vehicle. The following are pictures of the equipment to be found in the facility: