Experience in attending WP29 it's benefit and concern (Focused)

1. **Status of your country as contracting party of 1958 or 1998 agreement (If not, you can skip this. i.e. Not a contracting party)**

- China and India 98 agreement, Japan,Malaysia and Republic of Korea for both. Malaysia for both, Thailand to 1958. Pakistan is in final process.

2. **History (Experiences) of participation in WP29**

- All countries who have acceded 58 and 98 agreement had been participating WP29 before accession.
- Organize the national organization to address WP29 issues.
- When enough capability and persons are ready, nominate the chair or co-chair for the meeting.
- Several countries proposes draft regulations/comments/views.
- SomeUN Rs are adopted, and GT Rs are taken into the national regulations.

3. What are your interests or focused agenda among WP29 or each GR agenda?

- Interests or focused agenda are slightly different in each country but covered under WP29. i.e. Automated driving, Electric vehicles.

4. Any of your (countries') comments in participating WP29.-Benefit - Obstacle, problem -support needed to enhance current activities

- While it reduce the burden of national level rule-making, the procedure for creating a standard is not easy and takes time to achieve consensus for harmonization.
- There is potential risk of unmatching between national needs and WP29 with respect to local surrounding or timing.
- WP29 and their regulations may solve the international issues in flexible way.
- Lack of technical expert with enough language skill to address WP29 are common concern in Asia.
- Budgeting (travel frequently) is also commonly recognized problem.
- Advanced global movement will help in establishing long-term road map of automotive legislation for Asian countries.
- Establishing facilities with inspectors and technicians