



ĐĂNG KIỂM VIỆT NAM
VIETNAM REGISTER



CỤC ĐĂNG KIỂM VIỆT NAM



VIETNAM REGISTER

The 16th Public and Private Joint Forum in Asian Region

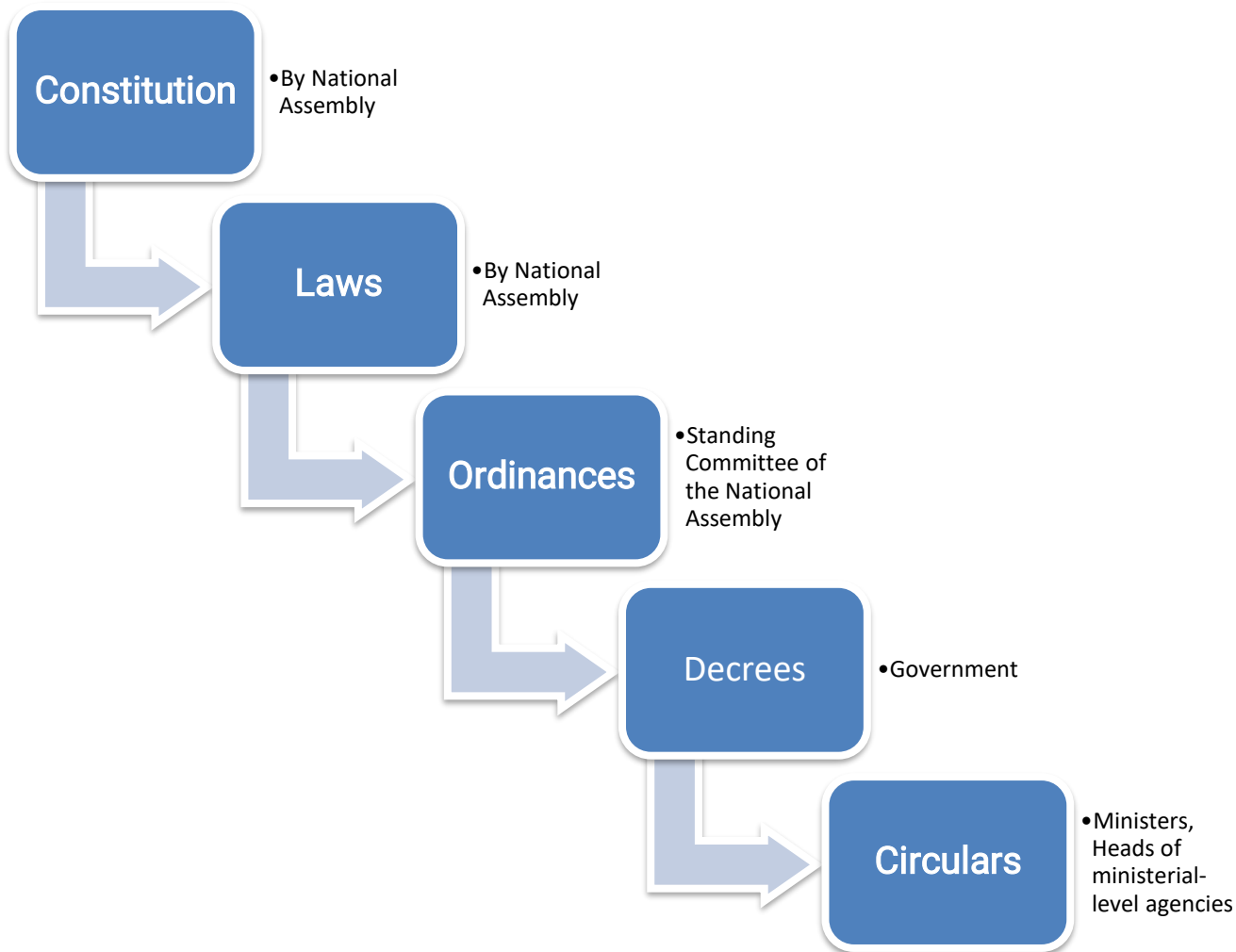
The 30th Asia Government Industry Meeting

VIETNAM CERTIFICATION SYSTEM

Dedicated to Safety and Environment Protection

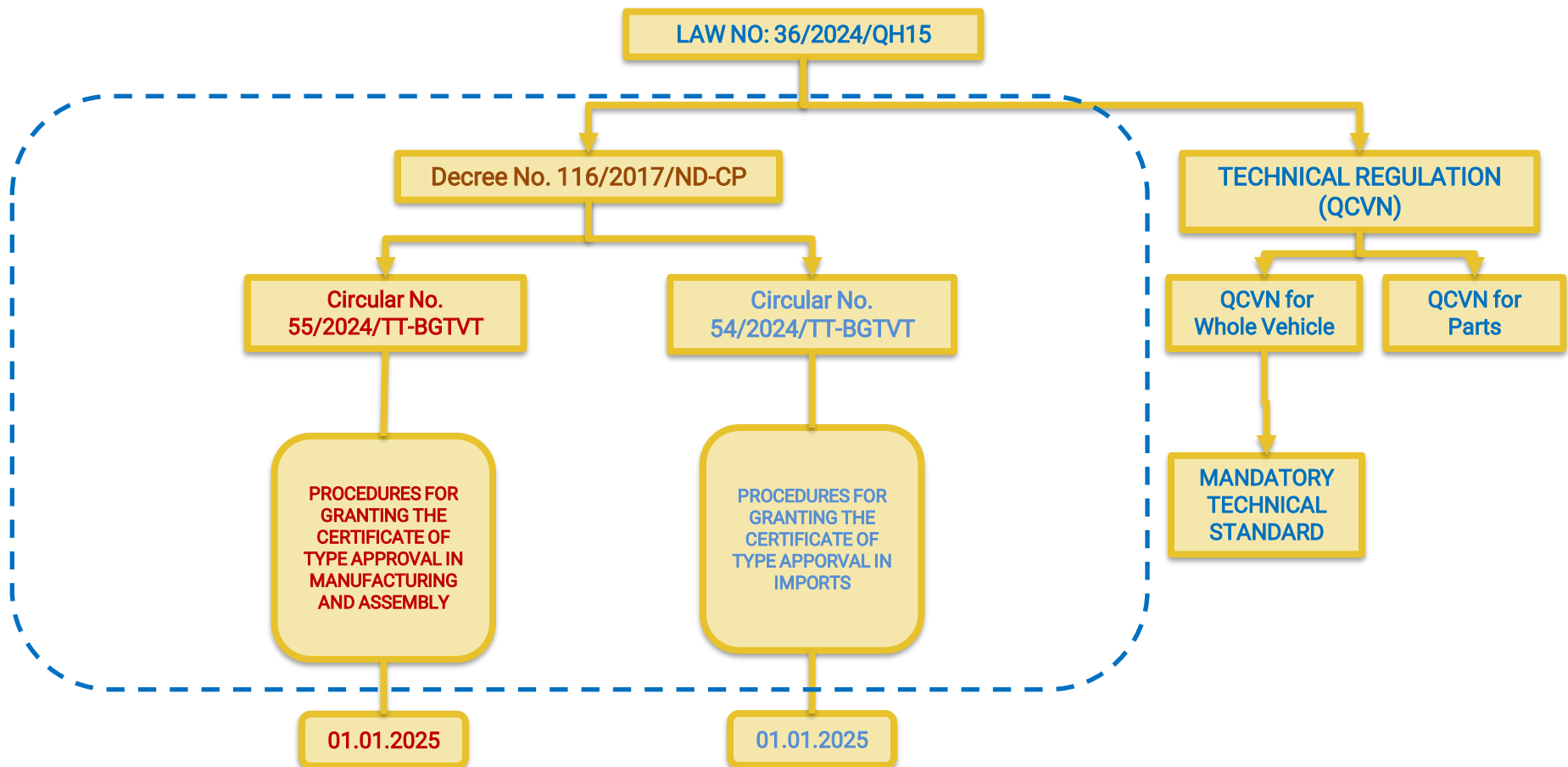
CURRENT APPROVAL SYSTEM OF VIETNAM

SIMPLE OVERVIEW OF LEGAL BASIS



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OVERVIEW OF LEGAL BASIS FOR TYPE APPROVAL IN VIET NAM





TYPE APPROVAL BODY IN VIETNAM

DESIGNATED BY LAW

**APPROVAL
AUTHORITY**

Vietnam Register

- Type Approval
- COP AUDIT
- Participate in drafting legal documents
- Conduct inspection and verification at several stages

**DESIGNATED BY
APPROVAL
AUTHORITY**

**TECHNICAL
SERVICE**

**Vehicle Motor
Testing Center**

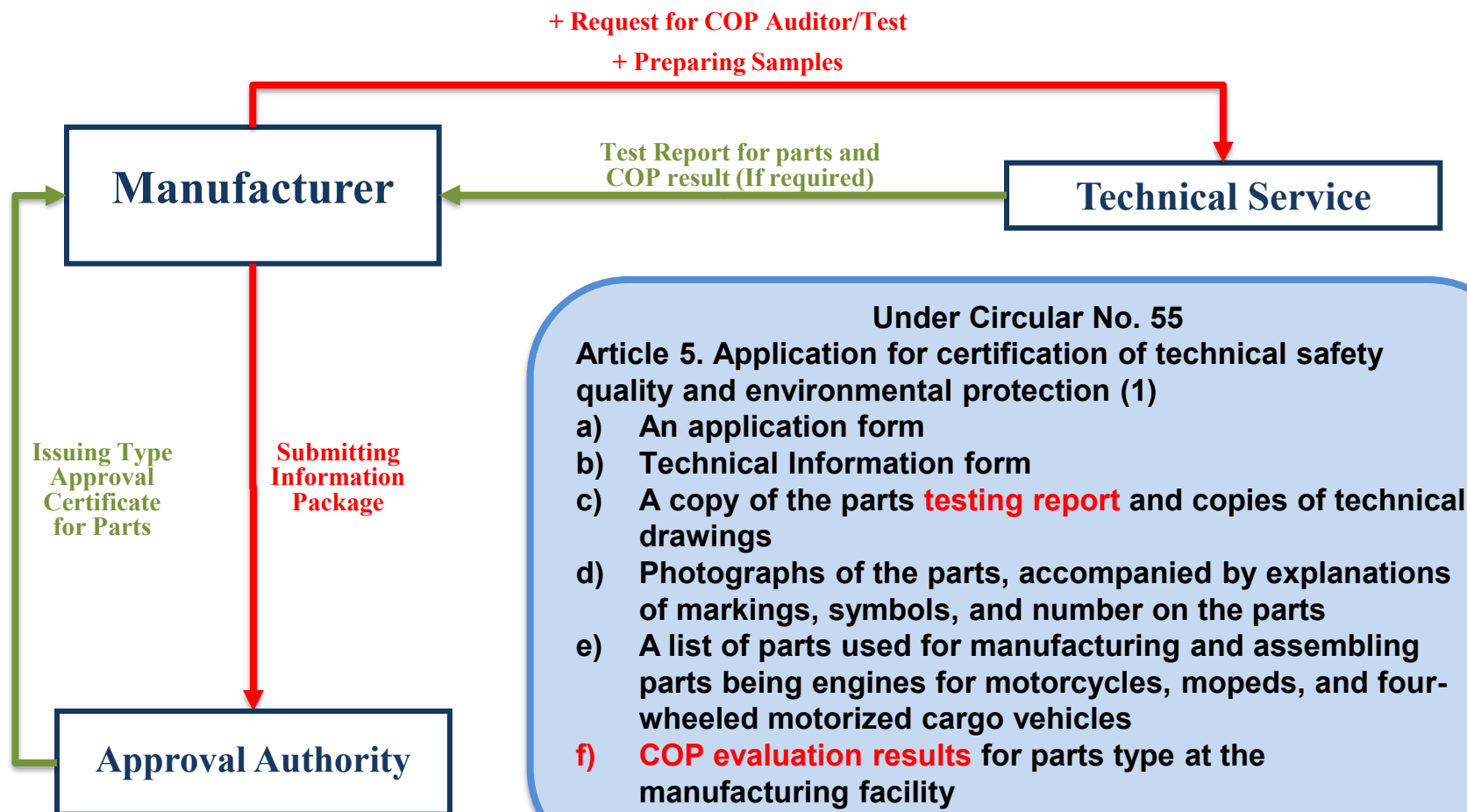
- COMPONENT TESTING
- WHOLE VEHICLE TESTING

**National Emission
Testing Center**

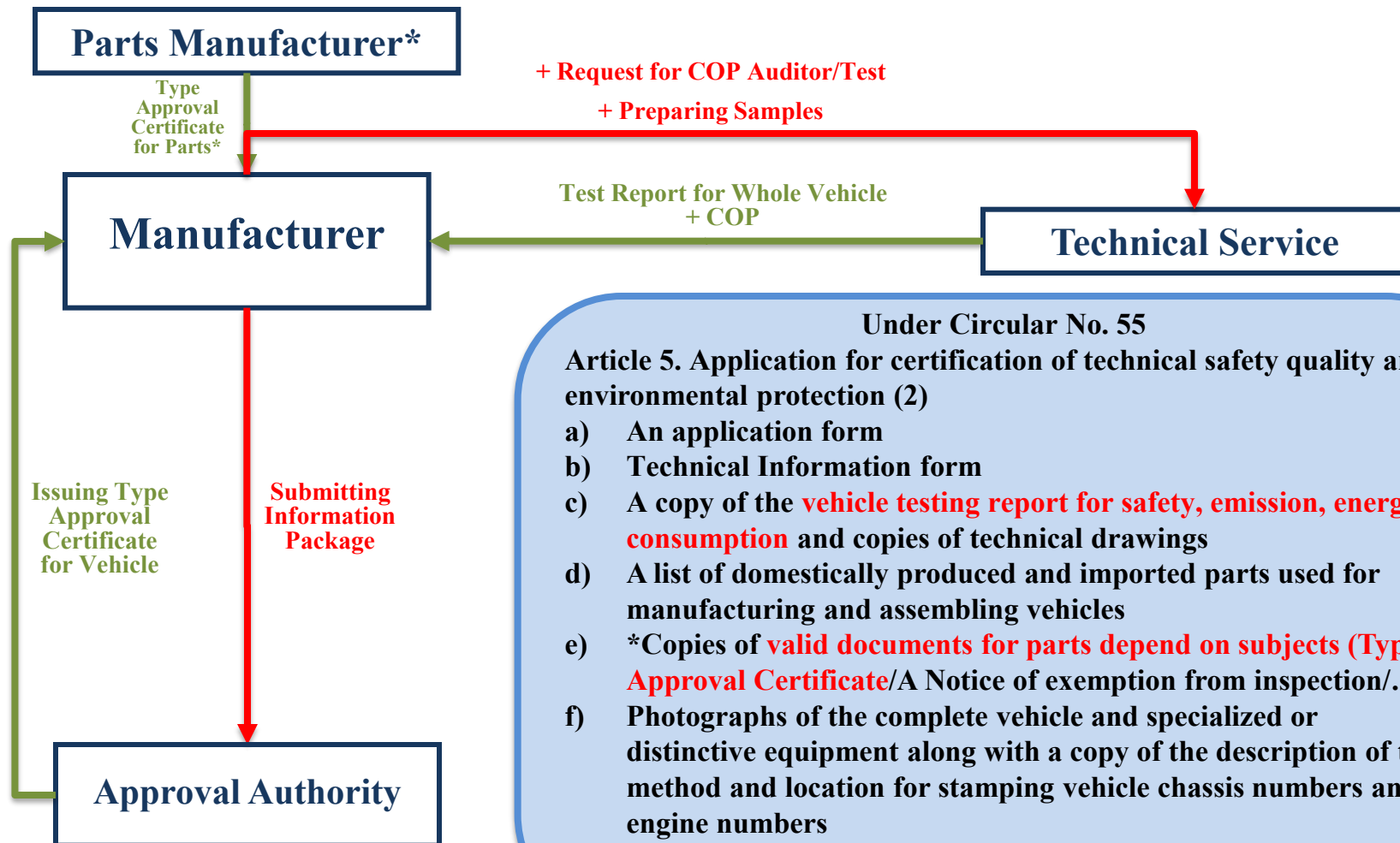
- Emission Testing
- Energy Consumption

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APPROVAL PROCEDURE FOR DOMESTIC PARTS UNDER CIRCULAR NO. 55



APPROVAL PROCEDURE FOR DOMESTIC VEHICLE UNDER CIRCULAR NO. 55

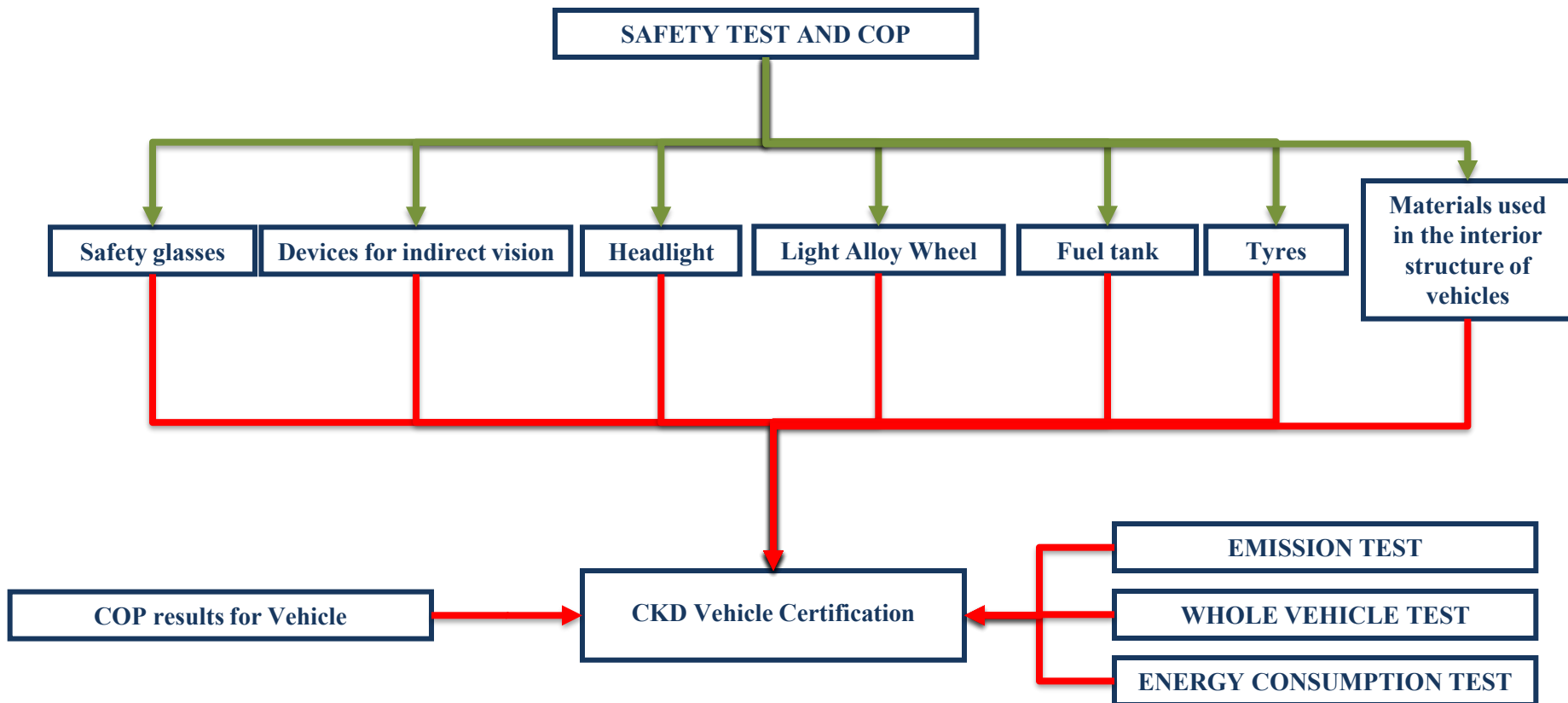


Under Circular No. 55

Article 5. Application for certification of technical safety quality and environmental protection (2)

- An application form
- Technical Information form
- A copy of the **vehicle testing report for safety, emission, energy consumption** and copies of technical drawings
- A list of domestically produced and imported parts used for manufacturing and assembling vehicles
- *Copies of **valid documents for parts depend on subjects (Type Approval Certificate/A Notice of exemption from inspection/...)**
- Photographs of the complete vehicle and specialized or distinctive equipment along with a copy of the description of the method and location for stamping vehicle chassis numbers and engine numbers
- COP evaluation results for vehicle type at manufacturing facility

TESTING REQUIREMENTS FOR DOMESTICALLY PRODUCED VEHICLES



Note 01: The above are requirements for cars, trailers and semi-trailers. Details of requirements for other vehicles such as motorbikes and construction vehicles are presented in Appendix II issued with Circular No. 55.

Note 02: Mixing imported and domestically produced components is permitted.

Note 03: Testing must comply with National Technical Regulations corresponding to components, whole vehicle and emissions.

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SITUATION REPORT

REVISING TECHNICAL REGULATION AND PLAN

29 QCVN
(Total)

New National Technical Regulations:

4 QCVN

Revised Technical regulations: (Updated technical requirements): 05 QCVN

Revised Technical regulations: (No Updated technical requirements, Only change in Code and management regulations): 20 QCVN

NAME	CODE
National technical regulations on roadworthiness and environmental protection for motor vehicles, trailers, and semi-trailers	QCVN 122:2024/BGTVT
National technical regulation on safety and environmental protection for four wheeled car go vehicle	QCVN 118:2024/BGTVT
National technical regulation on safety and environmental protection for low speed passenger motor vehicle	QCVN 119:2024/BGTVT
National technical regulation on child restraint systems installation on vehicle	QCVN 123:2024/BGTVT

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REVISING TECHNICAL REGULATION AND PLAN

NAME	CODE
National technical regulation of road vehicle headlamps	QCVN 125:2024/BGTVT
National technical regulation on mirrors for automobiles	QCVN 33:2024/BGTVT
National technical regulation on safety glazing equipped on vehicle	QCVN 32:2024/BGTVT

Update type definition to implement worst case

Note: The above is just an example, the actual number of revised QCVNs is much larger.

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CHALLENGES

SPECIAL PURPOSE VEHICLE (SPV) SIDE MARKER LAMP – R48



2.3.3. "Extreme outer edge" on either side of the vehicle, means the plane parallel to the median longitudinal plane of the vehicle and touching its lateral outer edge, disregarding the projection:

2.3.4. "Overall dimensions" means the distance between the two vertical planes defined in paragraph 2.3.3. above.

6.18.4.2. **In height: Above the ground, not less than 250 mm nor more than 1,500 mm (2,100 mm if the shape of the bodywork makes it impossible to keep within 1,500 mm).**

6.18.4.3. In length: at least one side-marker lamp shall be fitted to the middle third of the vehicle, the foremost side-marker lamp being not further than 3 m from the front. The distance between two adjacent side-marker lamps shall not exceed 3 m. If the structure, design or the operational use of the vehicle make it impossible to comply with such a requirement, this distance may be increased to 4 m. **The distance between the rearmost side-marker lamp and the rear of the vehicle shall not exceed 1 m.**

CHALLENGES IN VERIFYING THE CURRENT VALIDITY AND STATUS OF THE CERTIFICATE

- **No publicly accessible electronic register or real-time verification system**
- A centralized, mandatory database for approvals is critically required to enable third parties—such as approval officials, market surveillance authorities, importers, insurers, and technical services—to independently and promptly check the current status, validity, and any revocations of a certificate. Currently, there is no such publicly accessible electronic register or real-time verification system available
- **Impossible to independently confirm current validity and revocation status**
 - Certificates presented years after the approval was officially withdrawn
 - Approvals issued to manufacturers that have ceased to exist or lost their license
 - Extensions (Communication Forms) that were never registered with UNECE
 - Frequent cases where the vessel has been deleted from the register, the certificate has been cancelled, or the owning company has been struck off, yet the physical certificate continues to be presented as valid;
 - Forged or photoshopped certificates that cannot be cross-checked online in real time

CONCLUSION

In an era of unstoppable globalization, ASEAN can turn challenges into opportunities by:

- Proactively shaping regional automotive rules
- Accelerating harmonization of safety & technical standards
- Strengthening mutual recognition of type approvals
- Enhancing cooperation and real-time information exchange
- Sharing recall data, best practices, and training programs


This unified approach minimizes risks, reduces costs, protects consumers, attracts investment, and builds a safer, stronger, and more competitive ASEAN automotive market for the shared prosperity of all.

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Thank you for listening!

If you have any questions,
please send them to:

hoangminhvr2704@gmail.com
+84 845 182 688

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