

Interim report of DETA

0. Executive summary:

The DETA group has developed proposals for a database to hold and communicate approvals issued according UN Regulations. This will enable the development of IWVTA and will facilitate the exchange of IWVTAs to provide information for the registration of vehicles in the territory of the Contracting Parties. Also it has developed a proposal that would allow the simplification of approval markings. This report sets out these proposals. The informal group DETA seeks endorsement by WP.29 of the following approach:

1. The DETA application shall be limited to a first step in which the type-approval authorities shall exchange the type approval documentation by using the DETA application where the individual UN-regulations requires so or may be exchanged via DETA where an individual UN regulation permits so.
2. Access to the data for this first step shall be limited to the approval authorities, who will get writing and reading rights for all approvals, and to the manufacturers and those who are authorized by the manufacturers to get reading rights for parts of or all the information for the relevant own approvals.
3. The data to be uploaded shall be that data as requested by the individual UN-regulation (communication form, information documents, etc).
4. Starting with the IWVTA, mandating the use of DETA, other regulations may require also the use of DETA,
5. Regulations may allow the type-approval markings to be replaced by a Unique Identifier (UI). If so, the GRs shall amend the respective regulations accordingly. The UI is generated automatically by the proposed DETA application.
6. An introduction to the DETA database (user manual) is given in Annex 1.
7. The description of the UI as marking is given in Annex 2.
8. The DETA system shall be developed under the license of the European Type Approval Exchange System and on the server of that application without additional costs and once it is operational it shall be converted to the server of the UN as from March 2015.
9. As from the conversion above in March 2015 the UN organization will take care for the costs for the hardware, software, license, further maintenance inclusive costs for human resources.
10. As further development can be done under the umbrella of WP.29, WP.29 may wish to consider whether there will be a need for a steering board for the maintenance, further amendments and decision making for the DETA application.
11. The informal working group IWVTA shall consider whether to incorporate the proposals from DETA as given in documents IWVTA-SG58-04-05-Rev2 (see Annex 3) and IWVTA-SGR0-04-04-Rev.1 (see Annex 4) in the proposals for the revised 1958 Agreement and the draft Regulation 0 on IWVTA.

Further information can be found below.

1. Introduction

The Informal Working Group on the installation of a Database for the Exchange of Type Approval Documentation (DETA) has been established by WP.29 in its 142nd session. The frequency of the meetings of the informal group is three times a year. Since the first meeting on 16 November 2007 DETA met up to now 16 times, each time followed by an oral report to WP.29 by the chairman.

The Terms of Reference as approved by WP.29 in its 146th session are given in document ECE/TRANS/WP.29/2008/117. The establishment of DETA would be an essential step to start consideration on the simplification of markings under the Regulations annexed to the 1958 Agreement. The present complicated marking of lighting devices can be simplified to a unique identifier (UI) provided that there is a database where further details of the device can be consulted.

In a later stage the International Whole Vehicle Type-Approval (IWVTA) would give further justification for the development of DETA.

2. Questionnaire

An inventory of the expectations by diverse possible future users of the system by means of a questionnaire (document DETA-05-03), of which the detailed results of the questionnaire are given in document DETA-05-04, showed that many parties are interested in the system like Contracting Parties, approval authorities, technical services, manufacturers, periodical inspection organizations, police, registration offices, consumers, etc. It also made clear that the view of “governmental organizations” and “Industry” on the system differ significantly.

2.1 Objectives

The objectives as seen by national authorities (including technical services) and manufacturers (including their associations) differ substantially. National authorities indicated in most cases the following aims:

Objective all	National authorities & technical services
Reference source of information	67%
Facilitate the approval process for vehicles & parts & components (for both manufacturers and technical services)	39%
Regulatory exchange of information facilitation	39%
PTI/roadside/used cars approval (reference values, technical data source, spare parts verification, vehicle modification identifying, vehicle features check)	33%
Approval validity check	28%
Vehicle registration/authorisation	28%

while “industry” sees the following major aims:

Objective all	Manufacturer/industry/association
Simplify marking (interrogation of vehicle system approvals using only a single reference number)	57%
Reference source of information	29%
Possible future ECE-WVTA facilitation	29%
Marking validity check	29%

2.2 Contribution to the database

The enquiry also indicated that the national authorities might contribute more to the system than industry as follows:

Contribution	National authorities & technical services	Manufacturer/industry/association
Retrieval	56%	29%
Submitting	50%	14%
None	0%	29%

2.3 Preferred data type

The position of authorities and industry on the need for including specific data differs. The data that was indicated most times are:

Data type	National authorities & technical services	Manufacturer/industry/association
Communication form	61%	43%
Information document	61%	14%
Test report	61%	0%
Annexes to the communication form	56%	14%
Pictures & drawings	33%	14%
All the data necessary	22%	43%

2.4 Ownership of the data

The views on who is the owner of the information stored in the DETA system differs as well:

Who is the owner of the UN ECE TA data (with regard to your domestic law)?	National authorities & technical services	Manufacturer/industry/association
National authority only	39%	14%
Applicant/manufacturer/representative only	28%	43%
TAA & applicant (specific data)	11%	0%
Applicant & TAA & TS	6%	0%
TAA & TS only	6%	0%
Public property (although restricted publication)	6%	0%

2.5 Restriction of access

Most of the responders indicated that there should be a method available to restrict and control the reading access. Having regard to the confidentiality of the data stored in the database and the access to it by the users, a multilayer approach might be necessary where certain groups of users might or might not be permitted to see all information.

2.6 *Other system features*

Especially industry indicated the need for the following additional features of the system:

Other important system features	National authorities&technical services	Manufacturer/industry/association
Notification/communication system for new input.	6%	29%
Rapid access for the authorized agencies (if simplified marking)	0%	29%
Security	6%	29%
Multilanguage interface	0%	14%
Standard software requirements	6%	0%
Keeping historical approvals	6%	0%

2.7 *Financing*

The view of both national authorities (56%) and industry (29%) is that the system should be financed by the users, where for the national authorities 29% supports a flat fee for all users.

2.8 *Further applications*

There is no need that DETA seeks for further system applications like integration with global databases, inclusion of EC type-approvals or ITS data information progress.

2.9 *Outsourcing of responsibilities*

There is no support for outsourcing responsibilities on the field of general policies, development strategy and legal assessment. Support for outsourcing of system maintenance, administration, distribution and technical support can be accepted by the majority of all responders.

The results of the questionnaire can be summarized that the governmental organizations are focusing on the administrative side of the type approval process including the electronic exchange of a wide range of information. Industry is more reserved which might be related to the ownership and confidentiality of and the access to the information and is focusing on the simplification of complicated type approval marking via a unique number or Unique Identifier (UI) and the development of an International Whole Vehicle Type-approval (IWVTA) within the UN-ECE. The informal group discussed a step by step approach, where the approval authorities will upload only those documents as requested by the Regulation to be circulated between the approval authorities. In the first step the access to the data will be limited to the approval authorities or to those parties as authorized by the manufacture. On a voluntary basis more information related to the type-approval may be uploaded as well. Such a first step would take into account the common aims of industry and government as expressed in the questionnaire.

The informal group discussed several times how the financing of the system should be divided fairly over the users; a rate for all users, for every upload or every download? Directly related to a mandatory fee for the participants of the DETA-system was the need for a steering board for making decisions on operational items, under which would be the financing of all costs. With the offer of the IT section of UNECE to facilitate the system once it is operational (inclusive the costs for the staff at UNECE, the hardware, the license fee for the software, and maintenance costs) these problems of the financing and steering board are resolved. Further development of the system can from that moment be done directly by WP.29.

3. European Type Approval Exchange System (ETAES) and Hosting

The informal group noted several demonstrations of the European Type-Approval Exchange System from the European Union (EU) in which all whole vehicle type-approval certificates and their attachments are uploaded to a centralized server in one of its Member States. All uploaded documents are accessible for all approval authorities of the EU. The DETA informal group concluded that this application fulfills all the needs as expressed by the participants of the informal group, inclusive of the automatic generation of the Unique Identifier as a possible replacement of the approval marking and the rights for access to the information. The informal group proposes to use the same platform for the DETA application as is used for ETAES.

In the 15th meeting of the IG-DETA the UNECE IT-division/secretariat announced the possibility to host the server application from 2015 onwards after the critical and time consuming period of 2 years introduction is passed. In that case the German approval authority, who is the host of the ETAES server and application, offered to develop the DETA system under the ETAES license, thus closing the financial gap until the IT division of UNECE will take over the hosting of the system. So the question of financing the system can be handled. WP.29 is requested to approve this approach.

A description and manual of the used application is annexed (Annex 1) to this report.

4. Implementation of the DETA system in the text of the 1958 Agreement and the IWVTA.

The informal group is of the opinion that there should be a legal basis for the application of the DETA-system to permit the electronic distribution of type approval documentation and the use of the Unique Identifier as alternative to complicated approval markings. Document IWVTA-SG58-04-05(see Annex 3) is the proposal of the IG-DETA in which it proposes:

- to include the use of the UI in article 2 of the text of the 1958 Agreement that is under revision as an alternative for the present approval marking ,
- to include the possibility to apply the electronic distribution of type approval document and
- to include in an Appendix to the 1958 Agreement further details.

The details for the appendix will include:

- the establishment of a secure internet database by the Executive Secretary of UN-ECE,
- the mandatory circulation by means of that system if requested by that regulation, especially Regulation 0 for the IWVTA,
- the inclusion of the Communication form and
- the optional use of the UI for those approvals where the relevant Regulation permits, provided that the approval is stored in the DETA database.

The informal group DETA proposes to WP.29 to agree to the view of IG-DETA that, for a smooth use of the IWVTA scheme for whole vehicle type approvals and the registration of vehicles, the DETA system should be used on a mandatory basis for Regulation 0 on the IWVTA (see document IWVTA-SGR0-04-05, that mandates the use of DETA for the distribution of the Communication forms for all IWVTAs granted according Regulation 0). (Proposal for SGR0 annexed as Annex 4 to this report)

The informal group DETA supports the view that beside the need of the simplification of the approval marking also the fast distribution of IWVTA is a basic reason for the development of DETA. To be able to use such approvals for national or regional whole vehicle type approvals as soon as possible a mandatory use of the DETA system is necessary. Document IWVTA-SGR0-04-05 reflects this proposal for the use of DETA for the distribution of the Communication forms for all IWVTA granted according Regulation 0. Taking into account the time line of the introduction of the IWVTA, the DETA system needs to be established in 2015. Therefore an introduction phase of at least two years before seems to be necessary.

WP.29 is urgently requested to adopt the principles of these two proposals from the informal group DETA such that the informal group IWVTA can incorporate these in their preparation of the revised text of the 1958 Agreement and the draft text for Regulation 0.

5. Further development


- Until the endorsement by WP.29 IG-DETA will be put on hold.

User manual

The manual of the DETA system is described in document DETA-17-06 that is available on the DETA website.

Model of the Unique Identifier for the DETA application.

Key point for the application of DETA is the presence of a Unique Identifier on each product that has been (type-) approved or that meets the provisions of national legislation of Contracting Parties to the 1958- and 1998 Agreement. The Unique Identifier replaces the type-approval markings according to the applicable UN regulations the Regulations. A Unique Identifier is needed for getting access to the data that is stored in the database. The sequence number of such an identifier is automatically generated by the software of the system. To be recognizable as a unique identifier that sequential number shall be preceded by a symbol. The informal group on DETA concluded in its 12 meeting in June 2011 to use a similar symbol as the truncated approval mark according UNECE Regulation 37. An example of a Unique Identifier on a product will look as follows:

39886

(Implementation of the DETA system in the text of the 1958 Agreement and the IWVTA.)

Transmitted by the expert from the Netherlands

Document No. IWVTA-SG58-04-05-rev.2

DRAFTING PROPOSALS FOR THE REVISED 1958 AGREEMENT FOR THE USE OF DETA IN THE 1958 AGREEMENT

Introduction

In its 16th session the informal group DETA of WP.29 discussed the required amendments for incorporating a basis for the use of DETA in the revised 1958 Agreement on the basis of document DETA-16-04. The informal group concluded on some amendments which are reflected in document DETA-16-04-Rev.1e. After expiration of the period for final comments the latter document can be seen as the final proposal for input to the SG58. The SG58 is requested to incorporate the proposals below, being the text from DETA-16-04-Rev.1e, in the draft text for the revised 1958 Agreement as tabled for the fourth meeting of SG58 (document IWVTA-SG58-03-02-rev.1).

As in the mean time the draft text for the amendment of the 1958 Agreement has been further developed some corrections have to be made:

1. In its original proposal (document IWVTA-SG58-04-05) DETA proposed to add at the end of article 2 a new sentence which give the possibility to replace the type-approval marking by a Unique Identifier. By the change of article 2 in the third session of SG58 it is better to put that additional sentence at the end of the new created article 2(3).
2. In its original proposal (document IWVTA-SG58-04-05) DETA also proposed to add at the end of article 5 a new sentence which regulates that according the provisions of appendix [X] the distribution of type approval documentation may also be done via an electronic file. In the mean time article 5 has been amended but the additional sentence can still be positioned at the end of article 5.
3. The drafting group SG58 discussed document IWVTA-SG58-04-05rev.1 on 3 March 2013 and requested to improve the wording for the heading of the placeholder and a more definit wording for the establishment of the database by the Executive Secretary of the UN/ECE. This document reflex a proposal for the requested improvement and replaces document IWVTA-04-05rev.1.

Proposals

Amend articles 2(3) and 5 and insert a new appendix [X] as follows:

“Article 2(3)

3. The type approvals and approval markings for the types of wheeled vehicles, equipment and parts shall be granted in accordance with the procedures set out in Appendix 2, Chapter 3.

Regulations may permit the type approval markings to be replaced by a Unique Identifier (UI) in accordance with Appendix [X].”

“Article 5

The approval authorities of each Contracting Party applying a UN Regulation shall send upon request from the approval authorities of the other Contracting Parties applying the said UN Regulation, a list of the wheeled vehicles, equipment or parts, for which it has refused to grant or has withdrawn approvals.”

In addition, on receiving a request from the approval authority of another Contracting Party applying the said UN Regulation, it shall send forthwith, in accordance with the provisions of [Appendix 2], to that approval authority a copy of all relevant information on which it based its decision to grant, refuse to grant, or to withdraw an approval of a wheeled vehicle, equipment or part pursuant to that UN Regulation.

The paper copy may be replaced by an electronic file in accordance with Appendix [X].”

“Appendix [X] (The Placeholder)

Exchange of approval documentation

Where an Approval Authority is required to or is requested to provide a copy of an approval and its attachments it may send the documents as paper copies, or by email in electronic format, or by utilising the secure internet database established by the Executive Secretary of the United Nations Economic Commission for Europe.

Documents stored on the UN-ECE secure internet database should consist of at least the documents specified in each Regulation. These should include information communicating to Contracting Parties notice of approval, of extension, of refusal, or withdrawal of approval or where production is definitely discontinued of a type of device pursuant to the Regulation.

If the approvals applicable to a vehicle, equipment or to a part are stored on the UN-ECE secure internet database then the approval markings required by Regulations for that product may be replaced by a Unique Identifier (UI) where this is permitted by the Regulations. Such unique identifier shall be generated by the database automatically.

All Contracting Parties shall have access to the database using the Unique Identifier and this will provide access to the relevant information relating to the specific approval(s).

Regulations annexed to this Agreement may require the circulation of electronic copies where necessary for the efficient operation of the approval process, subject to the access rights as defined by the Contracting Parties.”

Justification

It is common practice for Approval Authorities to store approval documents electronically and, if a copy of an approval is requested, it is usual to send an electronic copy by email. With the development of a whole vehicle approval process under the 1958 Agreement (IWVTA) the timely circulation of IWVTA approval documents will be crucial to ensure prompt acceptance of vehicles for registration in Contracting Parties that recognise IWVTA. A database of whole vehicle approvals is established in the EU and a similar UN database would offer significant efficiencies in circulating IWVTAs between Contracting Party Approval Authorities. The DETA Group has developed the concept for such a database.

A simple provision to allow circulation of electronic copies is added to Article 5. Detailed provisions, including the possibility of a database, will sit better in Appendix X (the Placeholder) rather than in the Articles.

The DETA group has developed the concept of the Unique Identifier (UI) in order to offer the possibility of simplifying the current approval marking requirements, particularly on lamps. Instead of the current complex markings the UI will be marked on the device and will give access to the copies of the approvals for the device that are stored on the database. The UI can be generated automatically by the database. Provision for the use of the UI is added to Article 2(3).

(DRAFTING PROPOSALS FOR THE DEVELOPMENT OF UN REGULATION 0 FOR THE USE OF DETA)

Transmitted by the secretariat of the WP.29
informal group on DETA

Document No. IWVTA-SGR0-04-05

**DRAFTING PROPOSALS FOR THE DEVELOPMENT OF UN REGULATION 0
FOR THE USE OF DETA**

In its 16th session the informal group DETA of WP.29 discussed the required amendments for incorporating a basis for the use of DETA in the revised 1958 Agreement and for incorporating the use of DETA in Regulation 0. The informal group agreed to forward its proposal for the draft regulation 0 as given in document DETA-15-03-Rev.1e to the SGR0. The SGR0 is requested to incorporate the proposals below, taken from DETA-15-03-Rev.1e, in the draft text for Regulation 0. The proposed amendments are based on Document [IWVTA-09-09](#) that contains the first proposal from OICA for a UN Regulation 0 on the International Whole Vehicle Type approval.

Proposal

Amend paragraph 4 as follows:

4 Approval

- 4.1 If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of the Regulation, approval of that vehicle type shall be granted.
- 4.2 An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the Regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type.
- 4.3 Notice of approval or of extension or refusal of approval or production definitely discontinued of a vehicle type pursuant to this Regulation shall be communicated, **by means of a secure internet database in accordance with Appendix [X] to the 1958 Agreement**, to the Parties to the 1958 Agreement applying this Regulation, ~~by means of~~ **using** a form conforming to the model in Annex 1 to this Regulation.
- 4.4 An international approval mark shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type

approved under this Regulation. Such international approval mark shall consist of:

- 4.4.1 A circle surrounding the letter “E” followed by the distinguishing number of the country which has granted approval¹;
- 4.4.2 The number of this Regulation, followed by the letter “R”, a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
- 4.5 If the vehicle conforms to a vehicle type approved according to this regulation, no approval marks with regard to approvals granted for the regulations listed in annex 4 need to be affixed to the vehicle.
- 4.6 The approval mark shall be clearly legible and be indelible.
- 4.7 The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.
- 4.8 Annex 2 to this Regulation gives an example of the arrangement of the approval mark.

Justification

It is common practice for Approval Authorities to store approval documents electronically and, if a copy of an approval is requested, it is usual to send an electronic copy by email. With the development of a whole vehicle approval process under the 1958 Agreement (IWVTA) the timely circulation of IWVTA approval documents will be crucial to ensure prompt acceptance of vehicles for registration in Contracting Parties that recognize IWVTA. A database of whole vehicle approvals is established in the EU and a similar UN database would offer significant efficiencies in circulating IWVTAs between Contracting Party Approval Authorities. The DETA Group has developed the concept for such a database and has proposed amendments to create the possibility of using DETA in the draft text for a revised 1958 Agreement.

This amendment aims to mandate the use of DETA for circulation of IWVTAs.

¹ see annex 3 of Document ECE/TRANS/WP.29/78/Rev.2