

Transmitted by the IWVTA Informal Group

informal document WP.29-173-18
(173rd WP.29, 14 - 17 November 2017,
agenda item 4.3)

***Report to 173rd WP.29 session
from
the 25th IWVTA Informal Group
meeting***

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2. Submission of the documents to WP.29 for consideration and possible voting
3. Proposal for setting up IWVTA Phase 2 Informal Group

1 Overview of IWVTA

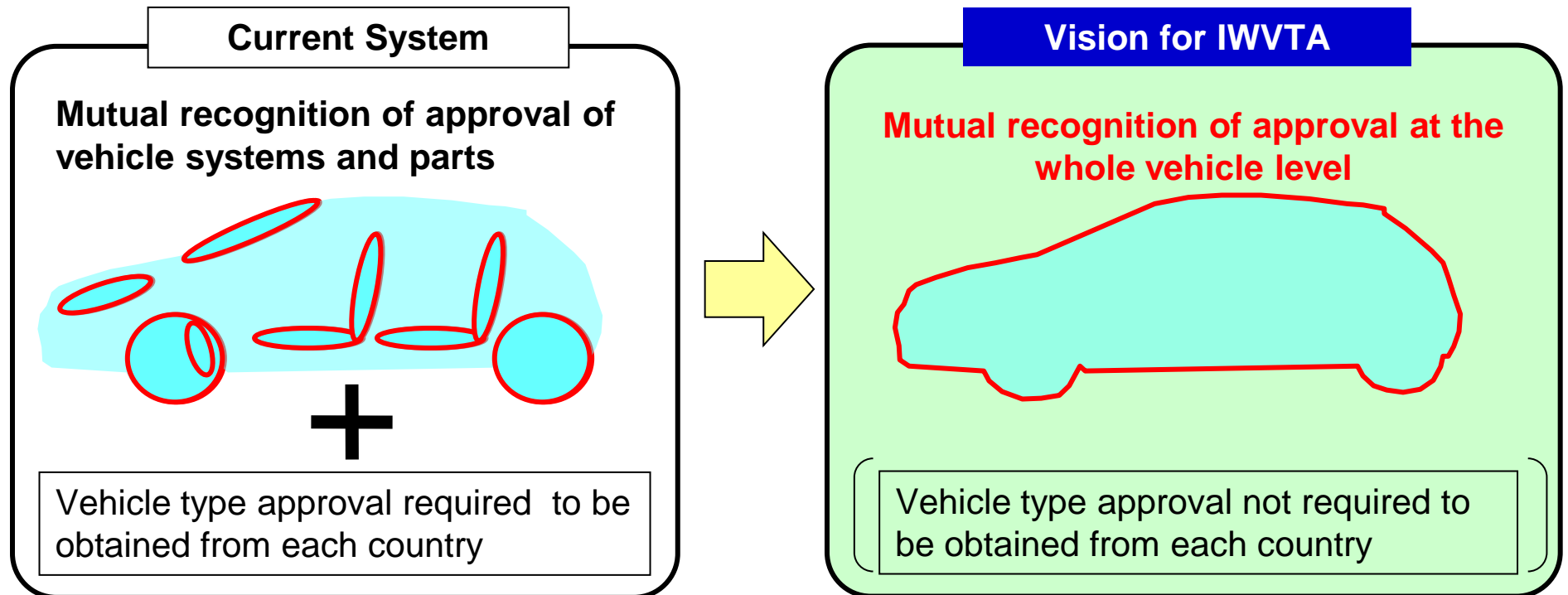
History

- Japan proposed to WP.29 in November 2009 to establish IWVTA.
- WP.29 welcomed the proposal, and endorsed to establish an informal working group to draft a UN Regulation on the IWVTA (UN Regulation No.0) as well as a revision of the 1958 Agreement.
- IWVTA Informal Group chaired by Mr. Gauvin with Co-vice-Chairs from European Commission and Japan started its activities in March 2010. Australia, EU (France, Germany, the Netherlands, Spain and UK), Japan, Korea, Malaysia, the Russian Federation, South Africa, OICA, CLEPA, ETRTO, etc. participated in this activities.
- In November 2015, IWVTA Informal Group submitted to WP.29 the draft revision 3 of the 1958 Agreement, which was agreed by WP.29 in March 2016 and went into effect in September 2017.
- IWVTA Informal Group in June 2015, submitted to WP.29 the draft UN Regulation No.0, and at this session, requests WP29 to consider the draft and hopefully put it on a vote.

1 Overview of IWVTA

Vision for IWVTA

UN R0 seeks to establish an internationally recognised whole vehicle type approval (IWVTA) scheme within the framework of the revised 1958 Agreement.



1 Overview of IWVTA

Objective of IWVTA

The principal objective of IWVTA is expanding the mutual recognition of vehicle systems and components to whole vehicles by:

- Achieving wider acceptance of the vehicle/component type approvals pursuant to the UN Regulations;
- Increasing the transparency of vehicle type approval procedures in the Contracting Parties applying the IWVTA regulation;
- Simplifying procedures and minimizing administrative burdens in obtaining national/regional vehicle type approvals; and
- Providing a flexible approach to help Contracting Parties developing their national new-vehicle approval requirements.

1 Overview of IWVTA

Delivering the Vision

We recognise the IWVTA vision cannot be achieved from the very beginning due to:

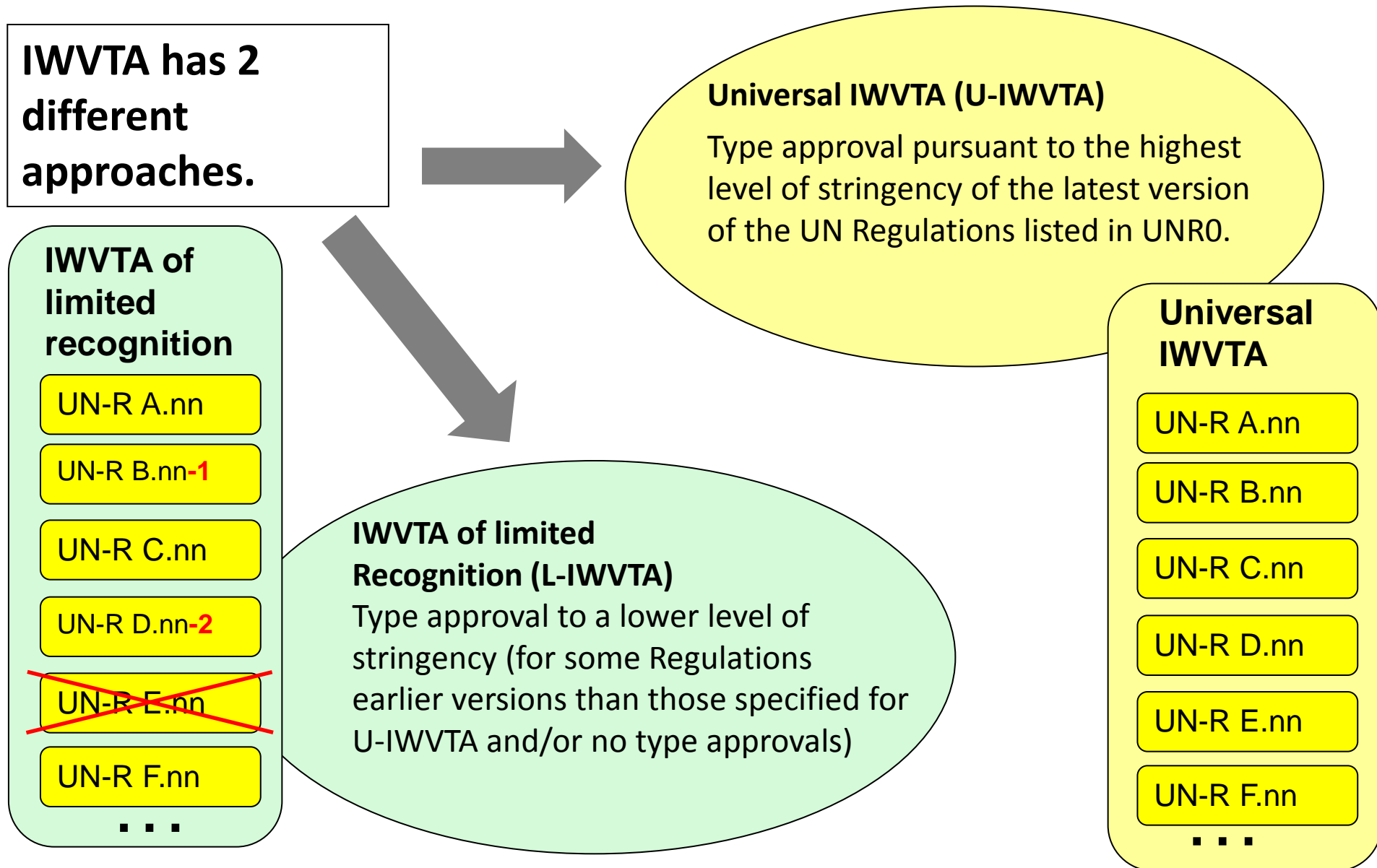
- the different number of UN Regulations currently applied by CPs, and
- the different requirements at whole vehicle level operated nationally/regionally.

And so;

- in the first version of UN R0 the number of key provisions will not be sufficient to certify a whole vehicle → “partial” IWVTA.
- at a future point this “partial” IWVTA should develop into a complete whole vehicle type approval.
- we are not proposing a timescale for delivering this overall vision.

1 Overview of IWVTA

What IWVTA comprises



1 Overview of IWVTA

Obligation of CPs.

- shall accept U-IWVTA even where they do not apply all the UN Regulations included.
- shall accept, for the purpose of issuing an IWVTA, type approvals correctly issued by other CPs (according to the UN Regulations listed in Annex 4, Section 1), including instances where they do not apply those UN Regulations.
- Shall notify the UN secretariat those UN Regulations where they accept a lower level and/or no approval as part of an IWVTA of limited recognition.

1 Overview of IWVTA

Right of CPs.

- CPs applying UNR0 will be permitted to issue U-IWVTA and/or IWVTA of limited recognition provided that they have ‘technical competence’

“Having regard to Article 2 of the 1958 Agreement ‘technical competence’ means that a Contracting Party has the capability to verify the compliance of a whole vehicle type with UN Regulation No. 0 based on the component type approvals submitted by the manufacturer in the application, and the ability to confirm that the systems and components are installed pursuant to the individual UN Regulations listed in Annex 4 of UN Regulation No. 0.”

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2. Submission of the documents to WP.29 for consideration and possible voting

Documents	WP.29 172 nd session	WP.29 173 rd session
UN Regulation No.0	ECE/TRANS/WP.29/2017/104 WP.29-172-12 (finalization of Annex 4)	ECE/TRANS/WP.29/2017/108
General Guidelines for UN regulatory procedures and transitional provisions in UN Regulations	ECE/TRANS/WP.29/2017/67 WP.29-172-11 (proposal of IWVTA Informal Group) Wp.29-172-17 (proposal of EU)	ECE/TRANS/WP.29/2017/107* ECE/TRANS/WP.29/2017/107/Corr.1* ECE/TRANS/WP.29/2017/107/Add.1* *Paragraph 6.1 with square brackets was deleted. All the other square brackets were removed.
Explanation to UN Regulation No.0 on IWVTA – Q&A	ECE/TRANS/WP.29/2017/54 WP.29-171-25 (addition of Q&A 24.)	ECE/TRANS/WP.29/2017/109
Revision 3 of the 1958 Agreement – Q&A	ECE/TRANS/WP.29/2017/55 WP.29-172-15 (addition of Q&A 20.)	ECE/TRANS/WP.29/2017/131 WP.29-173-16

2. Submission of the documents to WP.29 for consideration and possible voting

(1) General Guidelines for UN regulatory procedures and transitional provisions in UN Regulation

- IWVTA Informal group received comments from GRSG and OICA (refer to documents GRSG-113-40 and IWVTA-25-05).
- IWVTA Informal Group agreed on the necessity to further review the amendment proposal submitted by GRSG especially on paragraph 22., keeping in mind the possibility to revise the General Guidelines at the later stage, if necessary.
- IWVTA Informal Group also shared the concern on paragraph 31 raised by OICA.

2. Submission of the documents to WP.29 for consideration and possible voting

(2) Q&A document on Rev. 3 of the 1958 Agreement

- ETRTO proposed to add the third paragraph of A20 indicated in bold letters below, which was agreed by IWVTA Informal Group.
- The revised Q&A 20. reads as follows;

Q20: How to apply a UN type approval number as from the entry into force of Revision 3 of the 1958 Agreement?

A20:

(omission)

In addition to section 2(c) of paragraph 3 of Schedule 4, where this is deemed necessary, a Contracting Party may use in the approval number a sequence of up to six characters after the slash until Schedule 4 or the relevant UN Regulation (i.e. R117) will be revised accordingly in the future.

(omission)

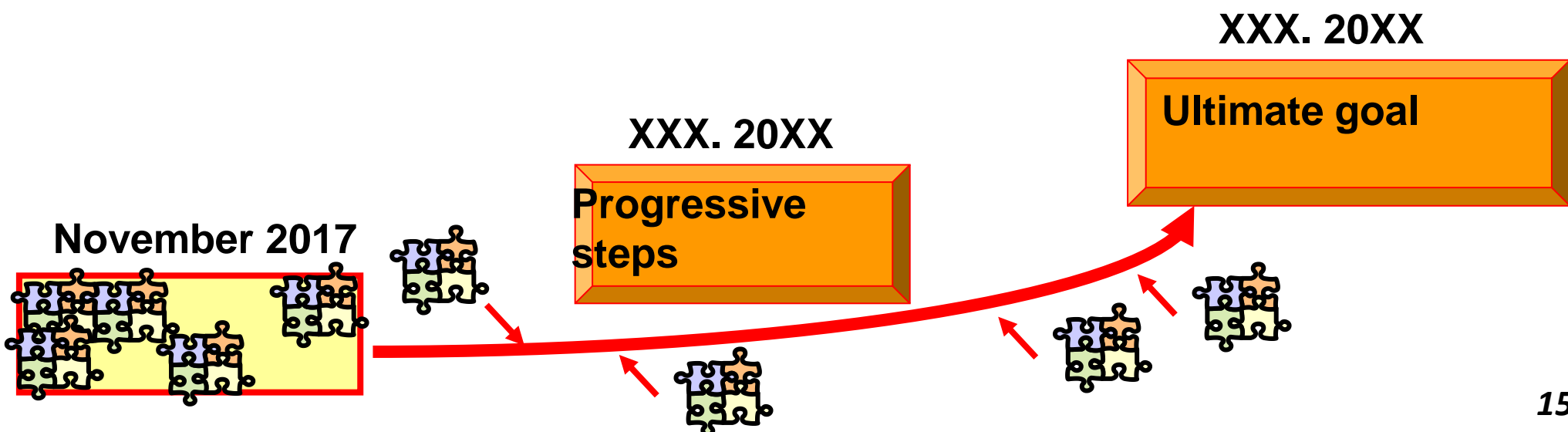
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Future evolution of UNR0

- The vision for IWVTA is the complete mutual recognition of vehicle type approvals - without any additional national requirements or additional approvals.
- To move forward the followings should be addressed after UN R0 is established in November 2017.
 - How to increase the number of applicable UN Regulations in Annex 4



3. Proposal for setting up IWVTA Phase 2 Informal Group

- IWVTA Informal group requests WP.29 to consider proposal for setting up IWVTA Phase 2 Informal Group (document WP.29-173-17).
- Proposal for setting up IWVTA Phase 2 Informal Group is planned to be submitted to WP.29 at its March 2018 session as a formal document.
- IWVTA phase 2 Informal Group is expected to be lead by Co-Chairs from European Commission and Japan and start its activities in March, 2018.