

DRAFT REPORT OF THE 5th DETA MEETING
Held in Geneva, 13 March 2009

1. Adoption of the agenda.
2. Adoption of the report of the 4th meeting of DETA.
3. Feed back from the 147th meeting of WP.29
4. First results of the questionnaire.
5. Presentation of the approval system in India, if available.
6. Illustration of the possible functioning of DETA
7. Miscellaneous.
8. Next steps

1. Adoption of the agenda.

The draft agenda (DETA-05-01) was approved without amendments.

The complete list of delegations is given in Annex 1 to this report.

2. Adoption of the report of the fourth meeting (DETA-05-02).

The report was adopted without amendments.

3. Feed back from the 147th meeting of WP.29

The representative of the UK in WP.29 gave feed back from the 147th meeting of WP.29. The World Forum stressed the importance of DETA for the markings of components as raised by GTB and the combat of falsifications. WP.29 also urged DETA to make more progress.

The chairman requested GTB to prepare proposals for the simplification of markings, so DETA can take that in consideration.

The representative of the secretary of WP.29 clarified in the meeting of DETA that the system should also incorporate the obligations to Contracting Parties as given in the Regulations.

It was repeated that DETA should also bear in mind the benefits for gtr's and self certification; while in ETAES the type-approval authorities of the EU upload their approvals, the chairman wondered who would upload the relevant data and would should get access to DETA for that. In addition, the size of the files delivered by the manufacturer could be extremely big, while also the quality of his data, eventually limited to the test reports, and the willingness of manufacturers to publish all his data were questioned.

4. First results of the questionnaire. (DETA-05-04)

The questionnaire (DETA-05-03) has been sent to 247 organisations and individuals; 25 organisations gave their opinion on the questions. The results of most of the questions are summarized in document DETA-05-04 of Poland, while a non-paper of the secretariat gives an overview on the given answers to a limited number of questions.

Graph 1 of DETA-05-04 gives the position of the respondents of the Contracting Parties (CP's) regarding on the aim and objectives for DETA. The most frequently given aims, which could be dealt with in a first stage, are:

- reference source of information,

- regulatory exchange of information facilitation and
- facilitate the approval process for vehicles, parts and components.

These aims cover the obligations of the CP's as given in the separate ECE-regulations.

Several contracting parties indicated:

- PTI/roadside/used cars approval (reference values, technical data source, spare parts verification, vehicle modification identifying, vehicle features check)
- approval validity checks and
- vehicle registration/authorization.

These objectives should be dealt with in a second stage of DETA.

It was noted that the verification of the approval itself touches the principle of reciprocal recognition of approval on the basis of trust.

Graph 2 gives the position of industry and other organizations, mainly pointing on topics like:

- simplification of the marking
- reference source of information,
- possible future ECE-Whole vehicle type approval and
- marking validity check.

For more information about the ECE-WVTA see informal document WP.29 146-16.

OICA notes that industry has different background and interests than the CP's and that non-paper of the secretary gives more information for decision making. For that reason the secretariat will supplement his non-paper with the remaining questions. The delegates are requested:

- to give their opinion on the results of the questionnaire in the next meeting and
- to tread that non-paper as confidential.

Graph 4 gives more information about the type of data that should be incorporated in DETA. In general the CP's have a preference for the information document, the communication form, the test report and the Annexes to the communication form.

OICA explains that several documents are available on request and therefore the data requested by OICA is limited to the communication form; in a later stage this could change.

The chairman suggest the inclusion of the following documents in DETA:

- communication form and its annexes
- data from the information document when distribution is mandated by the regulation and
- in a second stage of DETA the information document and test report.

The availability of certain data could depend on the aim of the system. During a general discussion the UK and OICA volunteered for verifying the regulations whether the information document is relevant for the communication form. On request of the chairman OICA will also pay special attention to the confidentiality of data on the test report; a complication could be that the test reports do not have a standardized format. Moreover the delegations are also invited to express their opinion on drawings which are also an important for a type approval during the next meeting.

Finally the chairman and the secretariat will compare the received answers with the results of the feasibility study of T-systems.

Graph 8 and 9 deal with the ownership and access to the data. The ownership could be divided in the following manner:

- the approval authority makes the communication form and is the owner of that form,
- the technical service makes the test report and is so the owner of the test report and
- the manufacture is the owner of the information document.

Most important point for industry is who can get access to the data on the DETA server. In any case the approval authority must have access to all the data.

The ownership is no problem for the first stage as only the approval authorities will have access and the manufacturer for his own data. Remaining questions to be answered are access for all approval authorities, only those who signed the relevant regulation or also other approval authorities on the recommendation of the manufacturer. All regulations will have to indicate which data must be

available, who deliver that data and who can have access. In this respect the test report is considered to be confidential in Australia.

Graph 11 gives the opinion on the financing system. The majority of the respondents thinks that the system should be paid by the users. How exactly will be discussed in the next meeting of DETA.

5. Presentation by India (DETA-05-05)

DETA noted the representative by India on it's process for regulation formulation, it's intention to join the 1958 Agreement and a system for a quick homologation, based on:

- paper less submission and online acceptance,
- automatic tracking for ongoing documents and
- electronic storage and retrieval of documentation.

6. Illustration of the possible functioning of DETA

This presentation is deferred to the next meeting.

7. Miscellaneous

No points were discussed under this agenda point

8. Further steps

1. Make conclusions from the questionnaire and the feasibility study
2. Informal document of GTB on markings
3. Obligations on the basis of the communication form
4. which data wants the delegations to be in XML-format of meta-data

9. Next agenda

1. Agenda
2. Report of the 5th meeting of DETA
3. Feedback from WP.29
4. Conclusions on the questionnaire
 - a) first step
 - b) next step
5. Illustration of the possible functioning of DETA
6. Simplification of markings
7. Necessary information from the information document
8. Ownership of data by OICA
9. A.O.B.

Next meeting: 26 June 2009, starting at 9:30 and concluding at 12:30
location: Palais des Nation, Geneva

LIST OF PARTICIPANTS

Names	Country / Organisation
Peter Robertson	Australia / DITRDLG
Iliyana Atanasova	Bulgaria / MT
Christophe Perruchet	France / UTAC
Frank Wrobel (chairman)	Germany / KBA
János Deak	Hungary / KTI
Shrikant Marathe	India / ARAG
Azumi Tajima	JASIC/Japan
Naomi Mori	JASIC
Harry Jongenelen (secretary)	Netherlands
Geoff Draper	GTB
Ben van Assche	OICA/FEBIAC
Takehisa Yamakawa	OICA/JAMA
Filip Skibinski	Poland / ITS
Stefan Wenger	Switzerland/FEDRO
Tony Stenning	United Kingdom / VCA
Anatolii Stolyarov	Ukraine / Ministry of Transport
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