

Minutes of the 1st Session of the Informal Group

Date and time: March 12, 2010, 9:00-10:30

Venue: United Nations meeting room

Attendees: Mr. Gauvin (France), Chairman of the Informal Group; Mr. Onoda (Japan); Mr. Gielen (EU);
Mr. Hubert (UN Secretary); Mr. Lagrange (UN Secretary),
Representatives from each country's government;
OICA; CLEPA; IMMA; and others

1. Agenda

Approved

2. Organizational setting

- Chairman of the Informal Group : Mr. Gauvin
 - Co-Vice Chairman: Mr. Onoda (JPN)
 - Co-Vice Chairman: Mr. Renders (EU) johan.renders@ec.europa.eu
 - Technical Secretary : Mr. Yamada (JPN) yoshiya@yamada.tec.toyota.co.jp
 - UN Secretary Mr. Lagrange (UN)
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- Participation in this informal group is full open.

3. IWVTA

INF-1-2(JPN)

WP29-150-25(EU)

- Japan explained the abstract of their presentation given in WP29 held in November.
- Chairman pointed out 3 stages of IWVTA: (1) Application procedure (2) Vehicle test and type-approval procedures (3) Quality control (quality management systems and product conformity arrangements).
Based on EU-WVTA, we will consider additions and deletions since the 1958 Agreement has been in effect now for 50 years. Although the 58 Agreement addresses many items, there are some issues not covered yet. EU has decided under CARS21 to change the EU automotive legislation to directly refer to ECE regulations, and this will require some adaptation to ensure coherence between EU-directives and existing ECE regulations.
Necessary elements for IWVTA will be considered based on EU-WVTA.
- EU presented their views on the 1958 Agreement review, by referring to paragraph 3 of WP29-150-25. Many elements need to be considered, and they are also regarded as important items for discussion. The EU

Commission representative stressed the importance of addressing enforcement in this exercise, by defining dispute settlement procedures, market surveillance provisions, etc. already in an early stage of the IWVTA process in order to build confidence among the CPs. These are typical issues which may be difficult to resolve at a later stage in the process, based on internal EU experience.

- Japan mentioned that according to their review of ECE regulations, there still be some ECE regulations needed for vehicle approvals such as defrost/demist. They're reviewing ECE/EU/Japan regulations. They'll conduct additional review if the regulatory information of each country is provided.
- Russia told that there were Russian regulations not covered by current ECE regulations including interior noise and passenger compartments. In addition, some test procedures are different between ECE and Russian regulations. Regulations for vehicle approvals are different among countries in regard to items they cover. Therefore, they proposed that IWVTA to cover various regulations of many countries as much as possible.
- OICA suggested to prepare a comparative table which shows which country adopts what ECE regulations.
- Chairman stated that we would review a list of items necessary for vehicle approvals as the first step. Each country will propose additional items to the item list on a working document prepared based on EU-WVTA.

(About Quality control)

- Chairman proposed for the roadmap on IWVTA to consider quality control in a second phase since it is a difficult issue. Therefore, the informal group will consider first about the following 2 blocks in the box on IWVTA as shown in INF-1-2: (1) WVTA Applications and (2) Testing of whole vehicle with the technical requirements, and then about (3) Quality control.
- Chairman stated that the roadmap for both the IWVTA application procedure and for the IWVTA testing would be based on EU-WVTA. We will review two documents on these subjects at the next Informal Group meeting.
- Japan raised a question about technical requirements. There are two different regulations, ECE regulations and EU regulations. Which regulation will be the basis of the discussion?
- Chairman stated we would take 2-step approach, first (1) prepare an item list and then (2) determine what kind of requirements we request. About (1), we will prepare working documents based on EU-WVTA, and then propose addition of domestic regulations of countries including Japan. About (2), after reaching an agreement on the item list, we will consider technical requirements for each item. A vehicle type approval certification will be regarded as the basis for mutual recognition. In some countries, their regulations for vehicle approvals are not stringent than ECE regulations. We will prepare the item list first.
- OICA told that some ECE regulations may not be necessary for IWVTA, so be careful. We need to make choices in response to the necessity of each item. OICA will work together for this.
- Chairman stated that whether each current regulation is necessary or not would be discussed at GRs, not at this informal group. However, it will be welcomed if OICA provides a complete working document comparing each country's regulations.
- OICA agreed.

4. Quality Assurance of the type approval and mutual recognition principles

WP29-150-25 + INF-1-2 (lower box in first slide)

- About the paragraph 3 of TOR.
- About the paragraph 3 of WP29-150-25(EU), Chairman told that EU will prepare a working document by the next Informal Group meeting in which matters such as dispute settlement and recall provisions will be considered. About recall, he requested to provide him of information concerning which country does what kind of activities. The Commission representative invited Contracting Parties to make additional suggestions for elements they consider would need to be addressed for enhancing and assuring the quality of the type approval and mutual recognition principles, with a view to complete the list of topics referred to in the TOR.
- Switzerland told that technical data of vehicle models were covered by EU-WVTA. They requested not to forget to include them.

5. Revision of 58 agreement

- Chairman underlined that mutual recognition based on IWVTA was one of the corner stones of the initiative, but stated that the 58 agreement need to be updated for other reasons as well. He mentioned that the Agreement will only be changed once to accommodate the introduction of IWVTA, but also to cover other elements deemed necessary by CPs to strengthen the Agreement may be considered for change at this opportunity. He also indicated that another example of the administrative challenges would be to e.g. develop a CoC document, which would be globally acceptable. As theoretical point for reflection by CPs he also mentioned self-certification. He will prepare a working document and distribute this to the group as base for future discussions. For example, possibilities such as utilizing the ECE regulations among contracting parties of the 1998 Agreement could be considered.
- OICA told that they had already started brainstorming. OICA/TC is currently gathering ideas from all members. They will summarize these ideas and provide input.
- Chairman showed two purposes: (1) to identify which areas in the existing 58 agreement need to be improved (e.g. decision making process) (2) to consider the future operation of the Agreement. OICA was invited to provide their recommendations for improvements on both issues.
- India stated they would provide input including process to become a new member of the agreement.
- Egypt stated that it was important for both Egypt and other countries. They asked to let them consider/study the contents. In addition, Egypt requested to participating the Informal Group.
- In conclusion, Mr. Gauvin will prepare a document of items to be addressed in the 58 agreement review.

6. Programme of work until next WP29

- Chairman asked members to prepare working documents and submit them to Mr. Yamada. The next 2nd session of the Informal Group will be held on June 18th (Fri), in either Paris or Brussels. The venue will be arranged later.

7. Other business

- Japan requested countries wanted to participate in the Informal Group to directly provide their business cards to Mr. Yamada or send him e-mails.
- UN Secretary proposed to provide information about this Informal Group to the parties included in the WP29 distribution list since some were absent from this meeting. He also requested to make it clear that the scope of the vehicle approval list covers M1 category.
- Chairman proposed to limit the scope of the IWVTA exercise to category M1 vehicles.
He concluded by inviting persons who wanted to participate in the Informal Group to contact Mr. Yamada, since the WP29 distribution list was huge. In addition, if a lot of people come to the meeting, it will exceed the capacity of the meeting room.
- Chairman told that he would arrange the venue of the next Informal Group meeting with Mr. Van der Straaten next week.
