

**ECONOMIC COMMISSION FOR EUROPE**

**EXECUTIVE COMMITTEE**

Ninety-first meeting  
Geneva, 24 March 2017

Item 5b of the provisional agenda

Informal Document **2017/17**

**Setting up the Database for the Exchange of Vehicle Type Approvals (DETA)  
at UNECE**

## Note by the secretariat

# Setting up the Database for the Exchange of Vehicle Type Approvals (DETA) at UNECE

## I. What is DETA?

DETA is a planned Database for the Exchange of Vehicle Type Approvals (among Authorities). It is aimed at enhancing the efficiency of the exchange of important information related to the construction and the trade of road vehicles. Traditionally, such information is shared among relevant government authorities by post or fax, which takes time, can be cumbersome and costly. The Inland Transport Committee (ITC) has decided on the digitalisation of the information exchange. Germany, as in-kind contribution, sponsored the development and the pilot run of the software and shared the results with UNECE. The results were brought to the attention of ITC.

## II. Mandate for DETA

The establishment of the electronic database (DETA) is requested in Revision 3 to the 1958 Agreement on harmonized technical United Nations regulations for the approval of wheeled vehicles, equipment and parts, envisaged to enter into force in September 2017. According to the request of the Contracting Parties, the existing system should be extended with two additional functionalities, namely the "Unique Identifier (UI)" and the "Declaration of Conformance (DoC).

The Contracting Parties have identified UNECE as the neutral place to host DETA.

At the 16 December 2016 meeting of EXCOM the Executive Secretary briefed member States on the proposal for the 2018-2019 budget of UNECE and was asked for an update on the secretariat's efforts to secure relevant funding for setting up and managing DETA.

Among its key decisions in 2017, ITC stated that *"The Inland Transport Committee ... **Reiterated its support for hosting DETA at UNECE. Requested the UNECE secretariat to allocate budget resources from the United Nations regular budget earmarked for hosting DETA, starting with the 2018-2019 biennium. The Committee instructed the Chair to add the issue of the financing of DETA from the regular budget (approximately USD 45,000 p.a.) in his report to EXCOM, and underline the legal obligations of the third revision of the 1958 Agreement and its possible negative impact on road safety, in case of any delays"***.

For more details, see informal document 2017/15, para. 77 (report of the ITC Chair).

## III. Benefits expected from DETA

DETA is expected to significantly increase the performance of the automotive sector governance and thus contributing to the progress towards achieving the Sustainable Development Goals, namely:

- (a) SDG 3.6, which is to halve the number of global deaths and injuries from road accidents, by raising the stringency of technical regulations on vehicle safety.
- (b) SDG 7.3, which is to improve energy efficiency by e.g. enforcing WLTP, procedures for the determination of fuel economy of light vehicles.
- (c) SDG 11.2, which is to provide access to safe, affordable, resilient infrastructure e.g. by supporting the development of Intelligent Transport System and Automated Driving, which would be supported by DETA
- (d) SDG 13.3/13.a on Climate Change Mitigation by enforcing tools regulating CO<sub>2</sub> and other Green House Gas emissions.

Member States and their authorities expect direct and derived benefits alike. As an example, they would have a reliable source of information to identify fake parts or falsified certificates. They could handle more efficiently big scale investigations and recalls, e.g. in such cases as Volkswagen.

## IV. Main beneficiaries

Any countries would benefit from it whose businesses are engaged in the manufacture of vehicles or vehicle parts or in import and export of vehicles. More directly however, the set-up of DETA would bring immediate and concrete benefits to countries that are contracting parties (around 50 plus) to the Vehicle Agreement of 1958 and whose authorities already participate in the exchange of type approval information.

## V. Financing DETA

As per Informal document ITC (2017) No. 11 the ITC requested that UNECE sets up DETA and covers the DETA related costs from its Regular Budget.

Costs are estimated as follows:

### A/ Administering and hosting DETA – recurring costs

- *A fair estimation of the recurring annual costs for technically hosting DETA (i.e. IT services by UNECE and UNOG, as well as license fee to software provider) is estimated to be \$45.000.*
- *For administering and hosting DETA HR needs are estimated as follows : staff time equivalent of 50 % P2 or P3 and 50% G5.*

### B/ New functionalities of DETA – one time investment costs

- *The development of the additional functionalities UI and DoC are estimated<sup>1</sup> to cost around \$300.000 (one time investment).*

However, the preliminary estimated costs listed above will need to be verified according to UN standard costing procedures.

## VI. Financing options for DETA

Considering that there has never been an allocation in the UNECE budget for DETA and bearing in mind recent budget cuts, the costs mentioned above cannot be absorbed in the proposed programme budget for 2018-2019 which has already been submitted to New York.

Therefore, three options could be considered for the financing of DETA:

### a/ Financing from regular UN budget

If EXCOM considers that DETA should be financed from the regular UN budget, EXCOM should prepare a draft decision for consideration by the Commission to transmit a draft resolution to ECOSOC at its next session for its consideration and possible adoption. This would be the basis for a Programme Budget Implication (PBI) document, which, upon approval of the ECOSOC resolution, would be presented to the financial bodies for inclusion in the UNECE proposed programme budget 2018-2019.

### b/ Financing from XB resources

If EXCOM considers that DETA should be financed from XB resources, a fund raising exercise will have to be launched.

---

<sup>1</sup> This estimate is from the DETA software developer.

### **c/ Blend financing from regular UN budget and XB resources**

If EXCOM considers that the recurrent costs should be financed from the regular UN budget, but the one time investment in new functionalities should be funded from XB resources, both a draft resolution/PBI process and a fund raising process will need to be launched accordingly.

For option a or c, the timeline would be as follows:

- EXCOM: 24 March 2017
- Commission decision on DETA resolution for submission to ECOSOC: 27 April 2017
- ECOSOC decision: July 2017
- ACABQ - review of PPB 2018-2019: September-November 2017
- Fifth Committee - approval of RB 2018-2019: December 2017

## **VII. Way forward**

EXCOM may wish to consider which of the options outlined in chapter VI should be pursued.

The secretariat stands ready to host informal consultations on this matter, which could include the drafting of related Commission/ECOSOC draft decisions and the preparation of a PBI document.

Next steps:

EXCOM is invited to request the secretariat to organize informal consultations on this matter at the earliest opportunity in preparation of the 67<sup>th</sup> Commission session and/or a future EXCOM meeting.