

DRAFT PROVISIONAL PROGRAM
APEC TPT-WG 30
14 – 18 April 2008
DUSIT THANI MANILA, MAKATI CITY, PHILIPPINES

Registration Day SUNDAY, APRIL 13, 2008		
TIME	ACTIVITY	LOCATION/ROOM
1600-1900	Early Registration	Dusit Thani Manila Second Level
DAY 1 MONDAY, APRIL 14, 2008		
TIME	ACTIVITY	LOCATION/ROOM
0730-1130	Registration	Dusit Thani Manila Ballroom A Foyer Ground Level
0800-1000	Heads of Delegation (HOD.One) Meeting	Meeting Room 1
1000-1030	Morning Coffee Break (Hosted by Philippine Transmarine Carriers)	Ballroom A Foyer
1030-1200	Opening Plenary	Ballroom A Lobby (Ground) Level
1200-1330	Lunch (Hosted by International Container Terminal Services, Inc.)	Ballroom B Lobby (Ground) Level
1330-1730	Experts Group Meetings:	
	Aviation Experts Group	Meeting Room 2
	Maritime Experts Group	Meeting Room 3
	Land Experts Group	Meeting Room 4
	Intermodal and ITS Experts Group	Meeting Room 5
	Sub-Groups Break-out Meetings:	
	Aviation Safety Sub-Group	Meeting Room 2
	Aviation Security Sub-Group (up to 40 pax)	Meeting Room 1
	Air Services Sub-Group	Meeting Room 6
	Maritime Experts Group (contd.)	Meeting Room 3
	Maritime Security Sub-Group	Meeting Room 7
	Road Safety Sub-Group	Meeting Room 4
	Vehicle Standards Harmonization Sub-Group	Meeting Room 5-4-2nd floor
	Intermodal & ITS Experts Group (continues to meet as Modal Group)	Meeting Room 8
1530-1600	Afternoon Coffee Break (Hosted by the Chamber of Automotive Manufacturers of the Philippines)	In respective Break-out Meeting Rooms
1800	Welcome Reception (Hosted by the Department of Transportation and Communications)	Dusit Thani Manila Poolside, Second Level
DAY 2 TUESDAY, 15 APRIL 2008		
TIME	ACTIVITY	LOCATION/ROOM
0730-1130	Registration	Delegates' Lounge Mezzanine Level
0830-1200	Aviation Safety Sub-Group Meeting	Meeting Room 2
	Aviation Security Sub-Group Meeting	Meeting Room 1
	Air Services Sub-Group Meeting	Meeting Room 6
	Maritime Experts Group Meeting	Meeting Room 3

DAY 2 (contd.)		
TUESDAY, 15 APRIL 2008		
TIME	ACTIVITY	LOCATION/ROOM
0830-1200	Maritime Security Sub-Group Meeting	Meeting Room 7
	Intermodal and ITS Experts Group Meeting	Meeting Room 8
	Road Safety Sub-Group Meeting	Meeting Room 4
	Vehicle Standards Harmonization Sub-Group	Meeting Room 5
1000-1030	Morning Coffee Break (Hosted by the Department of Transportation and Communications)	In respective break-out rooms
1200-1330	Lunch (Hosted by Asian Terminals, Inc.)	
1330-1900	Aviation Safety Sub-Group Meeting	Meeting Room 2
	Aviation Security Sub-Group Meeting	Meeting Room 1
	Air Services Sub-Group Meeting	Meeting Room 6
	Maritime Experts Group Meeting	Meeting Room 3
	Maritime Security Sub-Group Meeting	Meeting Room 7
	Road Safety Sub-Group Meeting	Meeting Room 4
	Vehicle Standards Harmonization Sub-Group	Meeting Room 5
	Intermodal & ITS Experts Group Meeting	Meeting Room 8
1530-1600	Afternoon Coffee Break (Hosted by Federal Express)	In respective break-out rooms
1630-1800	Preparation of Final Reports by Sub-groups for Modal Group Chairs	
1900	Free Time	
DAY 3		
WEDNESDAY, 16 APRIL 2008		
TIME	ACTIVITY	LOCATION/ROOM
0830-1200	Aviation Experts Group Meeting	Meeting Room 2
	Maritime Experts Group Meeting	Meeting Room 3
	Land Experts Group Meeting	Meeting Room 4
	Intermodal & ITS Experts Group Meeting	Meeting Room 5
	Maritime Security Sub-Group Meeting	Meeting Room 7
0930-1000	Morning Coffee Break (Hosted by the Manila International Airport Authority)	In respective break-out rooms
1200-1330	Lunch (Hosted by STRADCOM)	Ballroom B Lobby (Ground) Level
1330-1530	Continuation of Experts Group Meeting	Meeting Rooms 2, 3, 4, and 5
1500-1530	Afternoon Snacks (Hosted by the Manila International Airport Authority)	In respective break-out rooms
1530-1700	Preparation of Experts Group Reports for HODs and Closing Plenary	
1900	Free Time	
DAY 4		
THURSDAY, 17 APRIL 2008		
TIME	ACTIVITY	LOCATION/ROOM
0830-1000	HOD Two Meeting	Meeting Room 1
1000-1030	Morning Coffee Break (Hosted by the Philippine Ports Authority)	
1030-1200	Closing Plenary	Ballroom A
1200-1330	Hosted Lunch	

DAY 4 (contd.)		
THURSDAY, 17 APRIL 2008		
TIME	ACTIVITY	LOCATION/ROOM
Cultural Tour/Farewell Dinner		
1600	Assembly of Delegates	Hotel Lobby
1630	Departure for Fort Santiago	Bus waiting at the hotel entrance to ferry delegates
1700	Cultural Tour: Fort Santiago	Intramuros, Manila
1830	Farewell Dinner (Hosted by the Department of Transportation and Communications)	Coconut Palace CCP Complex, Roxas Blvd, Pasay City
DAY 5		
FRIDAY, 18 APRIL 2008		
TIME	ACTIVITY: TECHNICAL TOURS	LOCATION/ROOM
0830	Assembly of Delegates	Hotel Lobby
0900 (Finish time varies) 0830	Aviation Experts Group (AEG)	Lufthansa Technik Phils., Villamor Airbase, PasayCity Metro Manila
	Maritime Experts Group (MEG)	Hanjin Heavy Industries Construction Corp., Subic Shipyard Zambales
	Land Experts Group/Intermodal and ITS Experts Group	ManilaNorth Luzon Tollway Corporation Balintawak, Quezon City



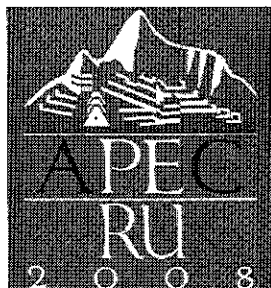
**Asia-Pacific
Economic Cooperation**

2008/TPTWG30/LEG/LEG-VSHG/001/Rev-1
Agenda

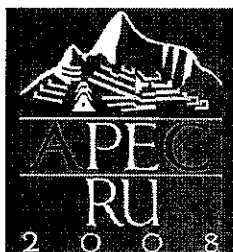
**Agenda for
Vehicle Standards Harmonization
Sub-Group Meeting**

Purpose: Information

Submitted by: Korea



30TH Transportation Working Group Meeting
Makati City, The Philippines
14-18 April 2008

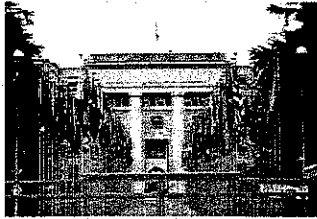


Agenda for the 30th APEC/TPT-WG/VSHG Meeting Room 5, Dusit Hotel

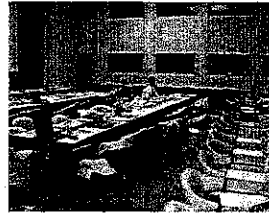
2008/TPTWG30/LEG/LEG-VSHG/001/Rev-1

1. Adoption of Agenda (Participants)
 2. Summary of Outcome from the 29th VSHG Meeting (Chairman)
 3. Progress reports of Action Plan to introduce ECE Regulations
 - 3.1. 2008/TPTWG30/LEG/LEG-VSHG001- Overall status of recent UN/ECE/WP29 sessions (Korea)
 - 3.2. 2008/TPTWG30/LEG/LEG-VSHG002 Regulation and Standard Setting in Australia (Australia)
 4. Technical Discussions
 - 4.1. 2008/TPTWG30/LEG/LEG-VSHG003 1998 Agreement Program in UN/WP29 (Australia on behalf of USA)
 - 4.2. 2008WTPTWG30/LEG/LEG-VSHG003 Activities for the promotion of FCV in Japan and WP29 activities for the Development of HFCV GTR (Japan)
 - 4.3. 2008/WTPTWG30/LEG/LEG-VSHG004 The Australian Green Vehicle Guide & the Fuel Consumption Label (Australia)
 - 4.4. 2008/WTPTWG30/LEG/LEG-VHG005 Harmonization of Vehicle Registration and Certification Systems in Japan (Japan)
 - 4.5. 2008WTPTWG30/LEG/LEG-VSHG006 Progress of harmonization of vehicle standards and regulations (Philippines)
 5. Other Business
 - 5.1. Future directions for VSHG – recap of meeting, discussion on the needs or participants and identification of future capacity building requirements (All)
- * Time Schedule
- VSHG Meeting : 13:30~17:30 (4.15) and 08:30~12:00 (4.16)
 - Report Preparation (Australia and Korea): 13:00~15:30 (4.16)
 - VSHG Regroup for Report Finalization : 16:00~17:30 (4.16)
 - Report to LTEG : 17:30~18:00 (4.16)

Overall Status of Recent UN/ECE/WP29 Sessions



2008. 4



MLTM / KOTSA(KATRD)

- Ministry

Contents

1. Summary of UN/ECE/WP29 Plenary Meetings
2. Reports of the 143th Plenary Meeting
3. Reports of the 144th Plenary Meeting

- Ministry

1. Summary of UNECE/WP29 Plenary Meetings

- Since the 29th APEC Meeting, two WP29 plenary meetings was held in November 2007 (143th) and in March 2008(144th), respectively.
- 143th Plenary Meeting
 - 38 draft amendments to existing ECE regulations were adopted
 - No GTRs were adopted
- 144th Plenary Meeting
 - 48 draft amendments to existing ECE regulations were adopted
 - Two GTRs (Safety Glazing and Head Restraints) were adopted

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2. Reports of the 143rd Plenary Meeting (I)

■ ATTENDANCE

- Held 143rd session from 13 to 16 November 2007 under the chairmanship of Mr. B. Kisulenko (Russian Federation)
- 36 countries, including Australia; Canada; Japan; People's Republic of China; Korea; Philippines; Thailand; US and other countries from APEC region and European Community (EC)
- and 10+ Non-governmental organizations, including OICA and IMMA, took part in the WP29 plenary meetings.

■ General Statements

- Ms. Eva Molnar, new Director of the UNECE Transport Division, emphasized importance of the analytical work on environmental performance of vehicles related to the climate change.

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■ **Highlight of the Recent Sessions**

◆ **GRB (56th Noise, 3-5 September 2007)**

- New test method along with cost-effectiveness analysis were suggested before starting the elaboration of a GTR on noise of vehicles at least four wheels

◆ **GRRF (62th Brakes and Running Gear, 25-28 September 2007)**

- The first meeting of the GRRF informal group on tyre pressure monitoring systems (TPMS) was held in Bonn (Germany) on 28 and 29 November 2007 to encourage the informal group to finalize their tasks on time
- Expect to vote on a proposal regarding TPMS at the March 2009 session, as the EC is developing legislation on CO₂ emissions that related to this work.

■ **Highlight of the Recent Sessions**

◆ **GRE (58th Lighting and Light-Signalling, 1-5 October 2007)**

- Possibilities to develop further GTRs in the areas of harmonized passing beam pattern for headlamps, front fog lamps, LED headlamps, Adaptive Front-Lighting Systems (AFS) and installation of lighting and light-signalling devices on motorcycles

◆ **GRSG (93th General Safety, 23-26 October 2007)**

- A draft GTR on "Safety glazing materials for motor vehicles" had been completed and would be submitted to AC.3 for approval at its March 2008 session,
- A draft "Horizontal Regulation on country codes, vehicle categories and definitions" would be submitted to AC.1 for consideration at the March 2008 sessions, regardless of disagreement the value for the maximum design speed for category L vehicles
- A new regulation on the protection of bus drivers and crew in the case of a frontal collision. USA informed WP.29 that a frontal collision crash test on bus would be conducted in his country in Dec.2007.

2. Reports of the 143rd Plenary Meeting (4)

■ **1958 Agreement**

◆ **Status of the Agreement**

- Accession of Tunisia(E57) to the 1958 Agreement with the date of entry into force on 1 January 2008 (apply Regulations Nos. 13-H and 100 to 124)
- Now 48 contracting parties to the 1958 Agreement

◆ **Vote of draft amendments to existing regulations**

- Total 40 draft amendments were submitted to AC.1 for vote
- Total 39 draft amendments were adopted.
 - 25/26 for GRE, 4/4 for GRSP, 2/2 for GRRF, 2/2 for GRPE, and 5/5 for GRSG
 - R48 :18 months of grace period for mandatory installation and automatic activation of DRL)
 - R13 : Mandatory installation of ESC to bus, truck and trailer with 3 axles or less

◆ **Deferred Items : 1 documents**

- GRE : R3 (Retro-reflecting devices)

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2. Reports of the 143rd Plenary Meeting (5)

■ **1998 Agreement**

◆ **Status of the Agreement**

- Accession of Tunisia to the 1998 Agreement with the date of entry into force of 1 January 2008
- Now 30 contracting parties to the 1998 Agreement

◆ **Consideration and Vote of Draft or Amendment GTRs:**

- Draft GTR on Pedestrian Safety
 - The vote was postponed to the March 2008 session
- Amendment to GTR No.2 (World-wide motorcycle emission test cycle) and corrigendum to GTR No.3 (Motorcycle Braking) were established

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2. Reports of the 143rd Plenary Meeting (6)

■ 1998 Agreement

◆ Progress in the Development of New or Amended GTRs

- > Draft GTR on Pedestrian Safety
 - Leg-form test would be conducted by US and considered to vote in the March 2008 session
- > Draft GTR on Safety Glazing
 - Vote was postponed to the March 2008 session due to differences in the Head-form test method among US, Japan and EC
- > AC.3 instructed GRSP to submit the Draft GTR on Head restraints for establishment by vote at the March 2008 session
- > Hydrogen and Fuel-Cell Vehicle
 - GRSP subgroup on safety issues (SGS) would continue to work on the basis of the Japanese legislation
 - SGS as well as the GRPE subgroup on environmental issues (SGE) would meet again in Geneva, prior to the next GRPE session in January 2008

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2. Reports of the 143rd Plenary Meeting (7)

◆ Other Businesses

- > ITS (Intelligent Traffic System)
- > Fuel Quality Improvement
- > Side Impact
 - The USA informed AC.3 that a new rule on side pole impact will take effect in September 2009. Detailed information is available on the National Highway Traffic Safety Administration (NHTSA) website

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3. Reports of the 144th Plenary Meeting (1)

■ ATTENDANCE

- Held 144th session from 11 to 14 March 2008
- 36 countries, including Australia; Canada; Japan; People's Republic of China; Korea; Indonesia; India; US and other countries from APEC region and European Community (EC)
- and 10+ Non-governmental organizations, including OICA and IMMA, took part in the WP29 plenary meetings
- First participation of Cooperation Council of the Arab States of the Gulf (GSO) representing United Arab Emirates, Bahrain, Saudi Arabia, Oman, Qatar and Kuwait

■ General Statements

- Stressed the World Forum to continue its efforts to explore the possibility of developing a GTR for a light vehicles emission test procedure, including CO₂, in order to contribute to the global effort to address global warming

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2. Reports of the 144th Plenary Meeting (2)

■ Highlight of the Recent Sessions

- ◆ **GRSP (42th Passive Safety, 11-14 December 2007)**
 - GRSP had agreed to recommend for adoption by AC.3 the draft GTR on head restraints.
 - Establish a new informal group to amend Regulation No. 94 (Frontal impact) by changing the type of deformable barrier element and revising the testing procedures.
- ◆ **GRPE (55th Pollution and Energy 15-18 January 2008)**
 - Reported results of the first meeting of the informal group on Fuel Quality

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■ Highlight of the Recent Sessions

◆ GRRF_(63th Brakes and Running Gear 4-8 February 2008)

- Agreed to vote of draft GTR on Electronic Stability Control (ESC) at the June 2008 session,

◆ GRB (47th Noise, 19-21 February 2008)

- A Presentation given by the representative of the American National Federation of Blind on the risks for blind people and other road users in case of traffic with low noise vehicles (e.g. electric or hybrid vehicles) and on the need to consider a minimum sound emission level for such vehicles.

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■ 1958 Agreement

◆ Vote of draft amendments to existing regulations

- > Total 48 draft amendments were submitted to AC.1 for vote
- > Total 47 draft amendments were adopted.
 - 34/34 for GRE, 1/1 for GRSP, 7/7 for GRRF, 6/6 for GRSG
 - R87 :Amendment regarding color of the light (white)
 - R13 and 13H: Amendment regarding indication signal of defective parking brake system

◆ Consideration of new draft Regulations : 1 doc. was deferred

- > Draft Regulation on country codes, vehicle categories and definitions
 - Back to GRSG for consideration of technical and legal aspects with regard to the vehicle categories, for example, quadricycles or ATV

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3. Reports of the 141st Plenary Meeting (4)

■ **1998 Agreement**

◆ **Status of the Agreement**

- The representative of Australia reported that the accession procedure of his country to the Agreement had been initiated

◆ **Consideration and Vote of draft GTRs :**

- Vote for draft GTR on Pedestrian Safety was postponed to the June 2008
- Two draft GTRs, Head Restraints and Safety Glazing, were adopted by consensus of Contracting Parties present
- Informal group of Head Restraints would continue working on the development of Phase II of the GTR

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3. Reports of the 141st Plenary Meeting (5)

◆ **Consideration of Candidate GTRs**

- Japan Safety Standards on HFCV (Hydrogen Fuel Cell vehicle)
 - Submitted for vote and unanimously adopted for candidate-GTR

◆ **Progress in the Development of New or Amended GTRs**

➤ **Pedestrian Safety**

- Once GTR is established, Flex-TEG (flexible pedestrian legform impactor technical evaluation group) would continue as an informal group under the GRSP responsibility to develop phase II of the gtr under the chairmanship of Japan

➤ **Head Restraints**

- Japan would submit a formal proposal for the development of the phase II of the GTR in the June 2008 session

➤ **Tyre**

- France reported that the two major pending issues were the scope of the GTR and the markings, and a draft GTR would be submit to AC.3 at the November 2008 session

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3. Reports of the 144th Plenary Meeting (6)

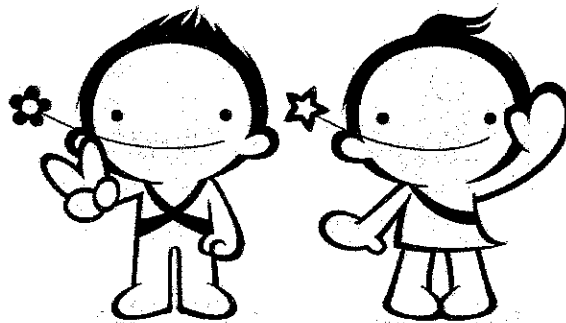
◆ Exchange of Views

- Side Impact
 - USA informed the research program regarding child protection in the event of side impact and would provide additional information at the November 2008 AC.3 session
- Vehicle Crash Compatibility
 - Research work on offset barriers is conducting by US
 - Expect to result in the development of a GTR on crash compatibility in the area of frontal impact
- Passenger Vehicle Brakes
 - No. 13-H and FMVSS 135 have considerably progressed toward harmonization, and AC.3 questioned the added value of the development of a gtr on passenger vehicle brakes.
- Other items such as ITS (Intelligent Transport Systems), Noise Emissions, Controls and Displays, etc.

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Thank you very
much !!



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UN/WP.29

- Administers a global agreement on vehicle standards (1998 Agreement)
- Formal sessions are public and are ordinarily held in Geneva
 - *Industry and Consumer Groups Participate*

WP.29

WORKING PARTY LIGHTING GRE	WORKING PARTY GENERAL SAFETY GRSG	WORKING PARTY POLLUTION/EMISSION GRPE	WORKING PARTY NOISE GRB
WORKING PARTY BRAKES/RUNNING GEAR GRRF	WORKING PARTY PASSIVE SAFETY GRSP		

1



1998 Global Agreement

- 1998 Agreement
 - *Spearheaded by EU, Japan and the U.S.*
 - *Entered into force-August 25, 2000*
 - *30 contracting parties to date*
 - *Consensus vote, no mutual recognition obligations*

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1998 Global Agreement

- The Agreement promotes the development of globally harmonized technical regulations while explicitly recognizing the importance of:
 - *Continuous safety improvement (Preamble and Article 5 and 6)*
 - *Sovereignty (Preamble; Article 7)*
 - *Transparency and public participation (Preamble and Article 6);*

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1998 Global Agreement

- *Global Regulations :*
 - *Demonstrate a safety need (Article 4)*
 - *Written in performance terms (Article and 6)*
 - *Include objective test procedures (Article 6)*
 - *Assessment of technical and economic feasibility (Article 6)*
 - *Consideration of cost/benefit analysis of alternatives (Article 6)*
- *Alternative levels of stringency for developing economies (Article 4)*

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Role of Developing Countries

- The agreement allows for tiered harmonization, i.e., global technical regulations would contain alternative levels of stringency allowing for the progressive adoption of specified requirements by developing countries

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1998 Agreement Registries

- Compendium of Candidate Regulations
- Registry of Global Technical Regulations

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1998 Agreement

Program of Work

- GRB (Working Party on Noises)
 - None
- GRE (Working Party on Lighting and Light Signalling)
 - None
- GRRF (Working Party on Brakes and Running Gear)
 - Established Motorcycle brake GTR
 - GTRs under development:
 - Electronic Stability Control (ESC) – June 2008
 - Tires - 2009

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1998 Agreement

- GRSG (Working Party on General Safety Provisions)
 - Established Vehicle Classification, Masses and Dimensions (SR-1) and Safety Glazing GTR
- GRSP (Working Party on Passive Safety)
 - Established door lock and Head Restraints GTRs
 - GTRs under development:
 - Pedestrian Safety - 2008/2009
 - Hydrogen Fuel Cell Vehicles – SGS (Crashworthiness) - 2010

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1998 Agreement

● GRPE (Working Party on Pollution and Energy)

✦ Established GTRs:

- World-wide Motorcycle Emission Test Cycle (WMTC)
- World-wide Heavy-Duty Certification Procedure (WHDC)
- Heavy-Duty OBD (WWH-OBD)

✦ GTRs under development:

- Off-cycle Emissions - (EPA)
- Non-road Mobile Machinery (PM test) - (EPA)
- Hydrogen and fuel cell vehicles _SGE (environmental) - (EPA)

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1998 Agreement - Exchange of Information Items

- Vehicle Compatibility
- ITS
- Side Impact
- Noise emissions

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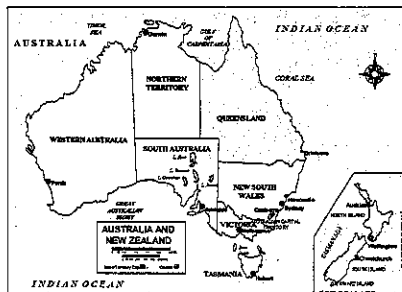


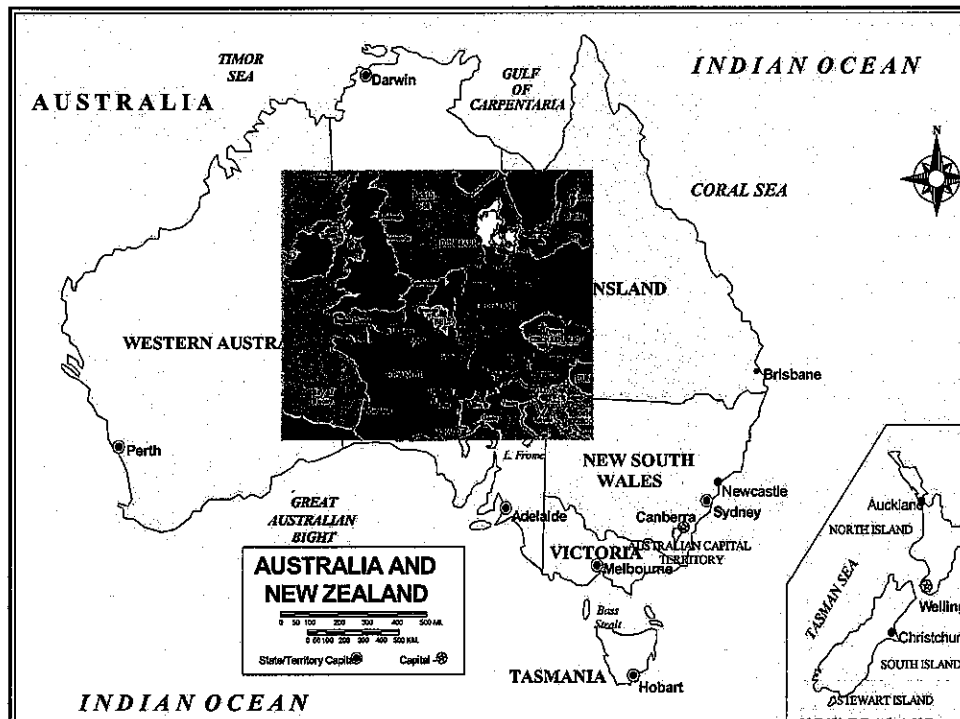


Regulation and Standard Setting in Australia

Australia

- A federation of six states and two territories
- Certain powers vested in the Australian Government – remainder in states





Governing Principles for Regulation and Standard Setting

- Set by the Council of Australian Governments (COAG)
- Body chaired by the Prime Minister and including state premiers, territory chief ministers and the Prime Minister of New Zealand
- First set in 1994 as part of competition policy reforms
- "Administered" by Office of Regulation Review
- Procedural framework for preparation of regulations for voting by Ministerial Councils
- <http://www.coag.gov.au/meetings/250604/coagpg04.pdf>



Australian Government
 Department of Transport and Regional Services

Ministerial Councils

- Councils of federal, state and territory ministers dealing with specific subject matter, eg:
- Australian Transport Council (ATC) consists of transport ministers
- National Environmental Protection Council consists of environmental ministers



Australian Government
Department of Transport and Regional Services

Policy Considerations

- Concern about growth in regulation
- Business Council of Australia review suggesting 10% annual growth in regulation



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Department of Transport and Regional Services

COAG Principles - Basic Objectives

- Minimise impact on competition
- Provide predictable outcome
- International standards
 - compatible with international standards
 - not a technical barrier to trade (WTO)
- Ensure regular review of regulations
- Ensure regulations are flexible (easily amended as required)



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Department of Transport and Regional Services

COAG Principles of Good Regulation

- Standardise level of administrative discretion
- Consider administrative costs
- Be performance based (also a WTO requirement)
- Avoid duplication across jurisdictions
- Consider administrative requirements across jurisdictions



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COAG Principles of Good Regulation

- Minimise regulatory burden on the public
- Consider compliance strategies & enforcement
- Use plain language
- Provide appropriate transition / lead times for introduction of regulation



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COAG Principles

- Regulatory Impact Statement
 - define the problem
 - demonstrate the need to regulate
 - quantify costs & benefits
 - consider non-regulatory options
 - impact on competition
 - public consultation
 - Office of Regulation Review assess RIS



Australian Government
Department of Transport and Regional Services

Jurisdictional Responsibilities for Road Vehicles

- Australian Government - to point of first supply to the market
 - *Motor Vehicle Standards Act, 1989*
 - Type approval
 - Development of Australian Design Rules
- States and Territories - in-service regulation (vehicle registration, licensing, roadworthiness, continued compliance with ADRs etc)



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Department of Transport and Regional Services

ADRs

- *Motor Vehicle Standards Act, 1989*
- ADRs are mandatory uniform national standards for new road vehicles
 - safety
 - emissions
 - anti-theft



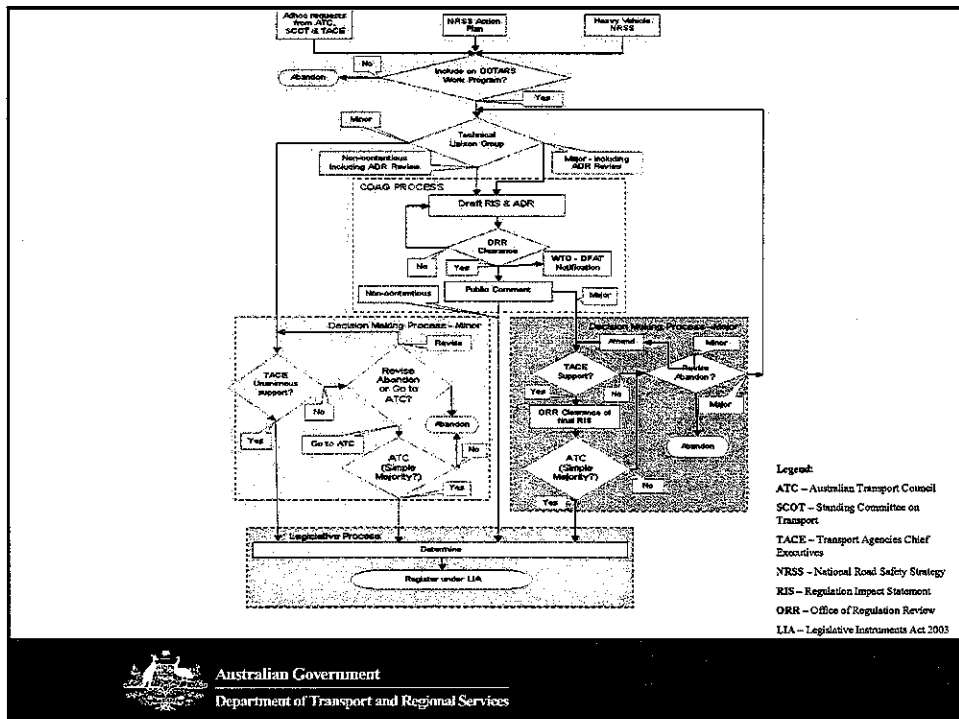
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Department of Transport and Regional Services

Timeline: New and Amended ADRs

- Assessment against COAG principles
- 2 months public consultation (as part of RIS process)
- 2 months consultation with Transport Agency Chief Executives (TACE)
- 2 months for voting by Australian Transport Council (ATC)
- Registration on Federal Register of Legislative Instruments
- BUT TACE and ATC processes not required where the proposal is non-controversial and involves harmonisation with an international standard - UNECE Regulation or GTR (since November 2005)



Australian Government
Department of Transport and Regional Services



Australian Government
Department of Transport and Regional Services

Recent Requests for New ADRs

- Non-tamper proof speed limiters
- Daytime Running Lamps
- Vehicle Compatibility
- 4WD Stability
- Pedestrian Protection
- Side Airbags
- Seatbelt reminders
- Underrun barriers for heavy vehicles
- Cabin strength for heavy vehicles
- Maximum limit on speedometer
- Reversing cameras and sensors



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Department of Transport and Regional Services

Recent Requests for New ADRs cont.

- Flashing stop lights
- Blue stop lights
- Floor pan cavity
- Blue tooth
- Ban temporary use spare tyres
- Spare wheels
- Alcohol interlocks
- Fire retardant materials
- Fire extinguishers
- Cabin air quality control monitor
- Roll bars for convertibles
- Curtain airbags



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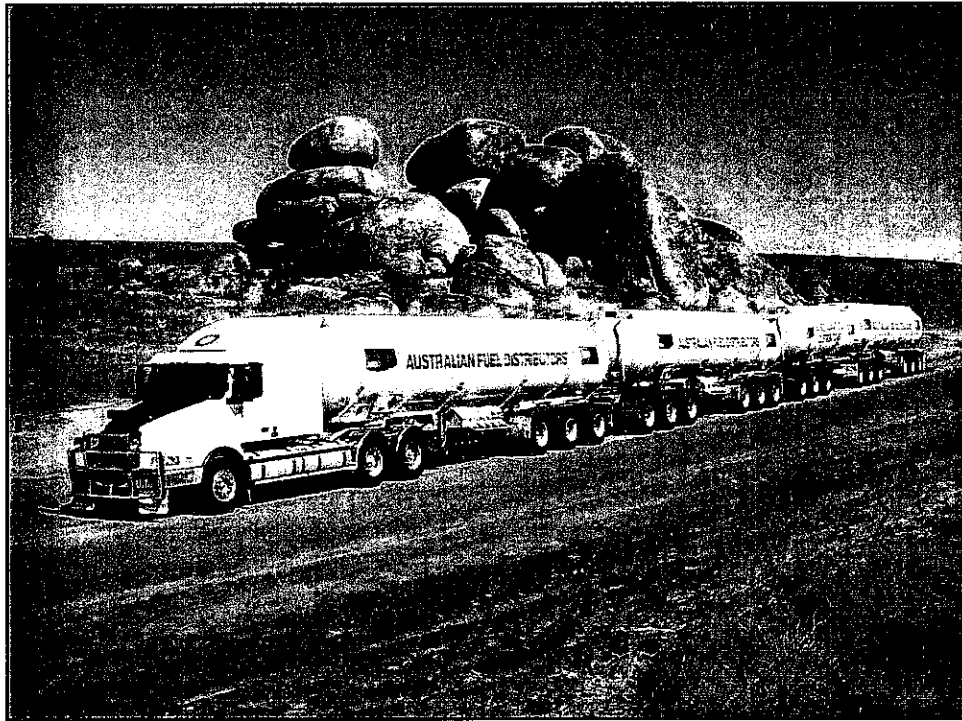
Policy Position

- All ADRs to be harmonised with international regulations (UNECE and/or GTRs)
- Passenger vehicles and motorcycles almost 100% harmonised with UNECE regulations (and GTRs are accepted where they exist)
- Heavy vehicles more difficult
- Accept international regulations but don't necessarily enforce all requirements (Eg extreme cold weather testing not necessary)



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Status of International Agreements

- **1958 Agreement** – Acceded in 2000. Expect to apply regulations in 2006 depending on passage of legislative amendments.
- **1998 Agreement** – Aim to accede during 2006 – treaty accession process well advanced. Have already adopted GTR1 into the ADRs.



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Department of Transport and Regional Services

Questions?



Australian Government
Department of Transport and Regional Services





**Progress report
on
harmonization of vehicle
regulations and certification
system in Japan**

Kenichi Tsujimura
Japan Automobile Standards
Internationalization Center

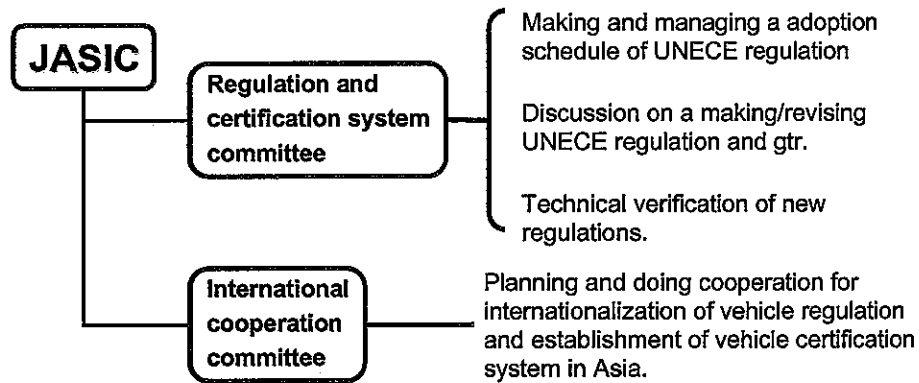


- **Harmonization of regulations**
- Introduction of long term policy of JASIC

Harmonization of regulations



Japanese government and automotive Industries discuss on harmonization of vehicle regulation at the JASIC committees.



Harmonization status



- Japan has introduced 37 ECE regulations

Year	Adopted regulations (as for end of 2007)	
	Number of reg.	
1998	5	R3, R7, R13H, R19, R28
1999	0	
2000	6	R6, R23, R27, R38, R62, R95
2001	6	R26, R39, R45, R77, R81, R91
2002	4	R11, R17, R25, R58
2003	3	R30, R54, R75
2004	3	R12, R48, R104
2005	2	R116, R119
2006	3	R14, R44, R80
2007	5	R70, R78, R93, R94, R123

Contribution for gtr







- Japan has contributed for creation of gtrs.

<i>Item</i>	<i>Contents of contribution</i>
AC.3	Vice chairman
Vehicle Classification, Masses and dimensions (SR.1)	Chairman and Technical sponsor
gtr5 Heavy-Duty OBD (WWH-OBD)	Chairman
Pedestrian Safety	Co-chairman
HFCV-SGS	Co-chairman and Co-technical sponsor
HFCV-SGE	Co-technical sponsor
Passenger Vehicle Brakes	Co-technical sponsor
World-wide harmonized light duty test procedure (WLTP)	[Co-technical sponsor]

Contribution for Asia



- JASIC contribute for Asian harmonization.

<i>Item</i>	<i>Contents</i>	
JASIC Asia G/I meeting	Discussion on accession to the 1958 agreement, harmonization of regulations and establishment of vehicle type approval system.	
JASIC Asia Expert meeting	Discussion on particular item regarding technical issue of ECE regulation, detail of the 1958 agreement and so on.	
ODA seminar / JICA training course	Invite government officer to train for expertise on harmonization and certification issue in Japan.	
Bilateral meeting	Training regarding harmonization and certification system on demand.	

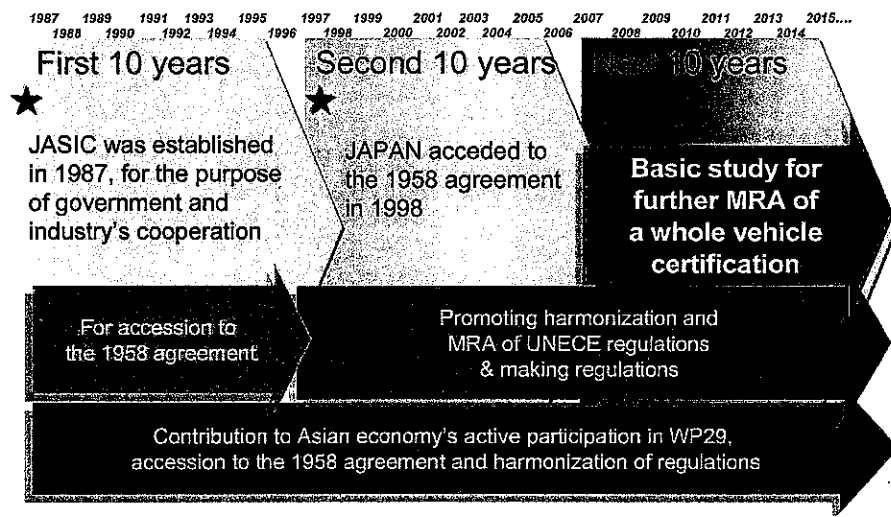


- Harmonization of regulations
- Introduction of long term policy of JASIC

JASIC's activity



- Overview of JASIC activity



Basic study



- Key elements of the basic study for further MRA of a whole vehicle certification.

Harmonization of safety and environmental regulations

Unification of vehicle type classification.

Unification of certification process.

Particular item of the basic study



To reconsidering the JASIC's priority list of UN/ECE Regulations for harmonization

Harmonization of safety and environmental regulations

Unification of vehicle type classification.

Unification of certification process.



Test conditions

Application documents

Unique regulations

Vehicle type

Category

Dimension

Weight

Information exchange



- Japan/JASIC will exchange progress information among relative economies.

Basic study for further MRA of
a whole vehicle certification.

*Reporting progress of Japan's study
and
exchanging opinion among member economies*

UNECE/WP29

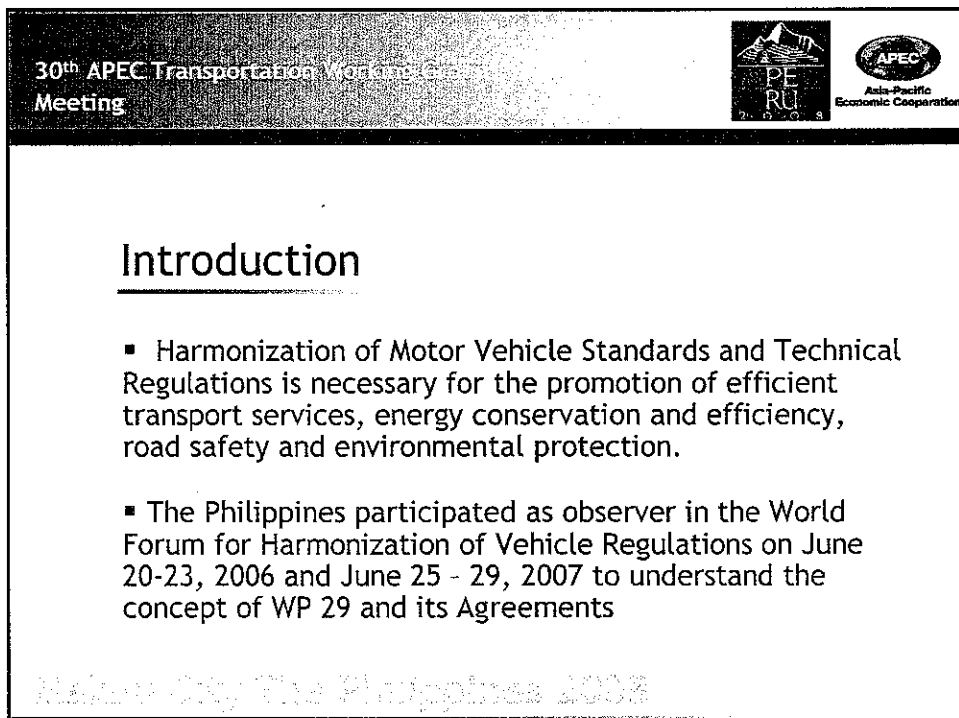
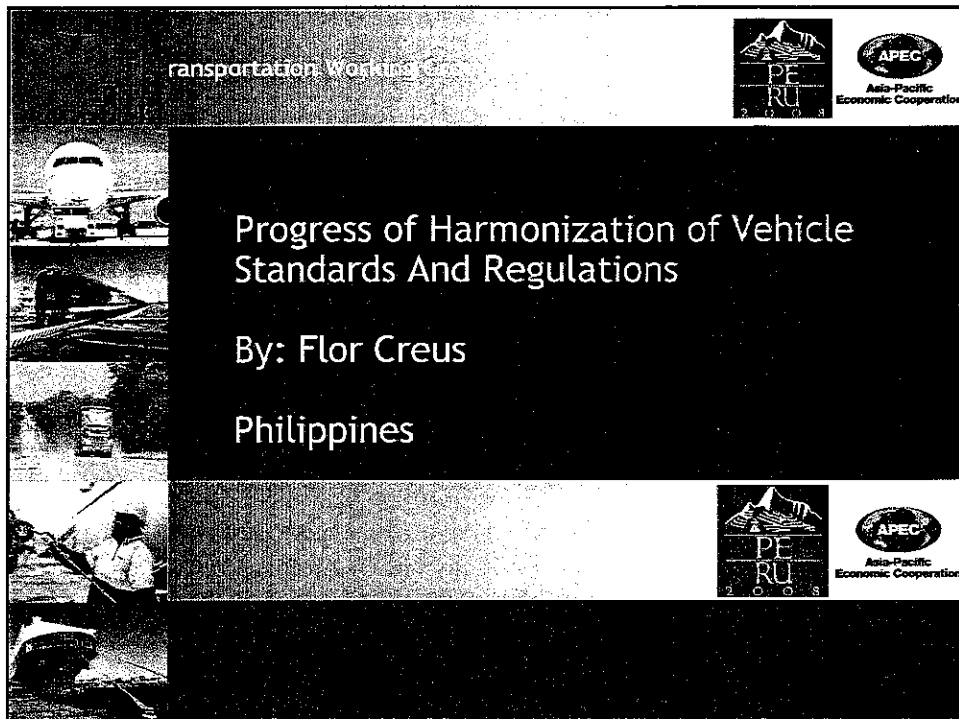
APEC/VSHG

JASIC G/I mtg

etc.



Thank you for paying attention.

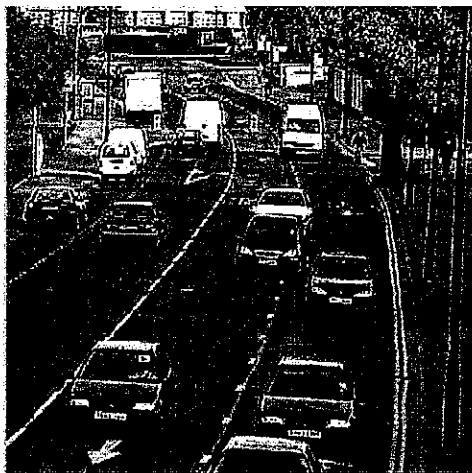




Progress of Domestic Activity For Standards and Regulations Harmonization

- DOTC conducted Planning Workshops on MV standards and regulations for all government agencies concerned
- President Gloria Macapagal Arroyo created a Committee on Harmonization of Vehicle Standards and Regulations through a Presidential Executive Order No 628, to come up with workable plans and programs to make the Philippines ready for accession to WP 29 and its Agreements.
- DOTC issued the Implementing Rules and Regulations of EO 628 last January 2008.

Makati City The Philippines 2008



- There are about 96 PNS promulgated for fuel quality
- There are about 329 PNS for road vehicles developed
- There are eight mandatory product certifications. Mandatory regulations require PS Mark.
- There are 10 PNS UNECE standards recommended for mandatory implementation

Makati City The Philippines 2008



▪ The Philippines intends to accede to the 1958 Agreement in 2008 and in the 1998 Agreement in 2010.

- Considerations for accession:
 - government's ability and expertise
 - local industries capability to comply with UNECE standards
 - necessity to implement various regulations (some ECE regulations may have conflict with existing PNS, DAO, etc.)
 - need to harmonize existing rules and regulations of various government agencies involved in the development and regulations of motor vehicle standards.

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The Way Forward...

- Take the integrated approach towards harmonization of vehicle standard and regulations
- Build capacities at national and local level
- Partner with industry players
- Collaborate effectively with international and regional partners and institutions
- Benchmark and replicate the region's best practices on VTA
- Initiate Legislative Reforms (Road Vehicle Act)



Conclusion...

- The progress of domestic activities for regulations harmonization is hampered by lack of technical expertise, equipment and infrastructure to conduct testing and certification.
- Control and reduction of negative impact of harmonization should be addressed. Safety nets should be established.
- The creation of various sub-committees composed of representatives from the government and private sectors involved in MV standards and regulations may help resolve the issues.

Manila, Philippines 2008



Thank you!

NHTSA Motorcoach Crash Test

Objective

- Obtain crash pulse from severe frontal crash event
- Obtain dummy readings for
 - Different dummy sizes
 - Different seat types
 - No belts
 - Lap and shoulder belts (3 – point belts)
 - Lap belts (2 – point belts)
 - Different seat manufacturers
- Study seat and seat attachment strength for different dummy sizes and rear occupant loading
- The test was conducted at the Vehicle Research and Test Center in December 2007.

Motorcoach Details

- 2000 MCI 102EL3 Renaissance
- Series 60 diesel engine
- B500 Allison Automatic transmission
- 54 seats
- 45 ft long, 12 ft 6 inches tall



Seats on the Motorcoach

- Baseline seats
 - No belts
 - American Seating
- Seats with Belts
 - MCI/Amaya
 - 3 point belts – 4 rows (dual seats)
 - 2 point belts – 1 row (dual seats)
 - Freedman Seating
 - 3 point belts – 1 row (dual seats)



Seats (Continued)

- Baseline (No belts)



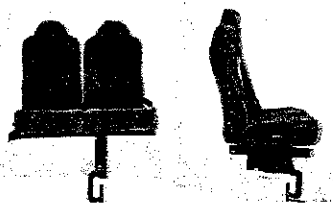
- MCI/Amaya/FAINSA

– 3 – point

– 2 – point

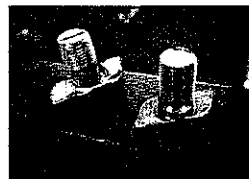


- Freedman 3 – point

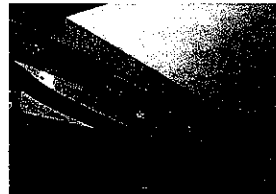
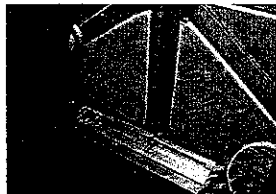


Seat Attachments

- 9 occupied, 13 unoccupied rows using OEM equipment



- 2 occupied rows reinforced



Test Conditions

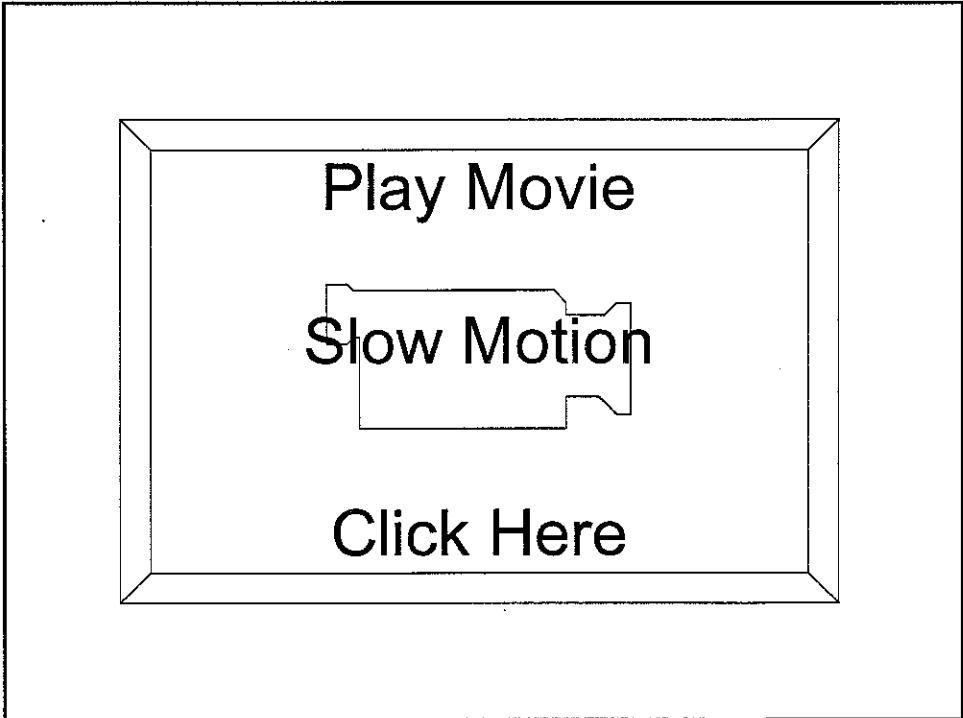
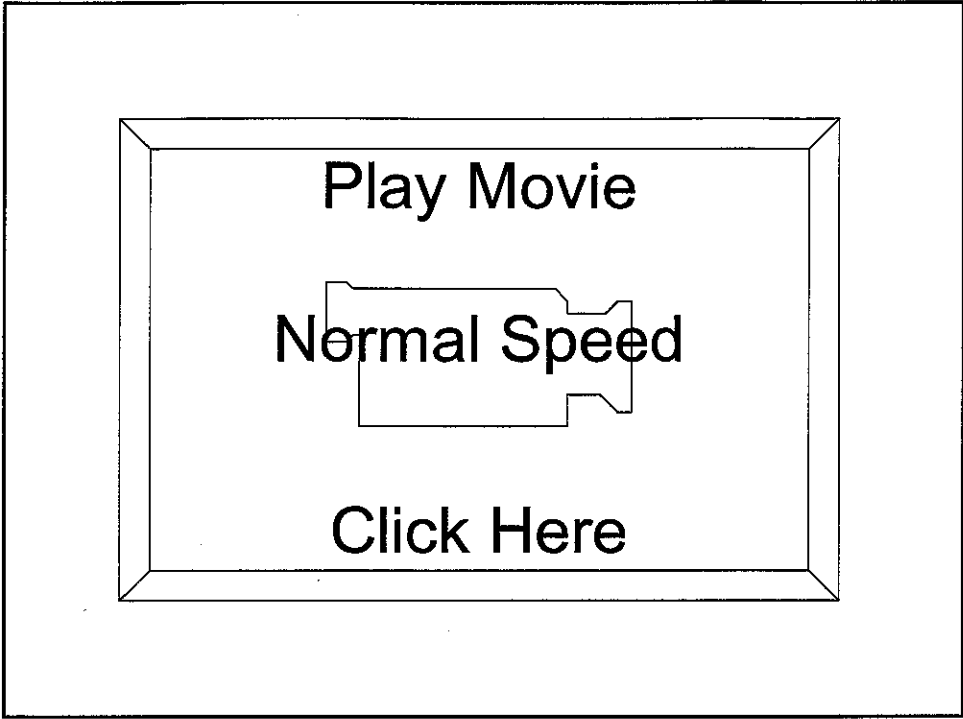
- Speed: 30 mph (48.3 kph)
- Frontal impact: 0 degrees; full overlap
- Fixed Rigid Barrier
- Data channels: 355 dummy; 26 vehicle channels @ 12500 samples/sec



Occupants

- Hybrid III 50th percentile male – 17 dummies
 - 175 cm (5 ft 9 in) tall and 77 kg (170 lb)
- Hybrid III 5th percentile female – 3 dummies
 - 150 cm (5 ft) tall and 50 kg (110 lb)
- Hybrid III 95th percentile male** – 2 dummies
 - 188 cm (6 ft 2 in) and 100 kg (220 lb)
- Each dummy has
 - Accelerometers in head and chest
 - Load cells in upper neck and femur
 - Chest displacement potentiometer

** The 95th percentile male dummy is not in FMVSS

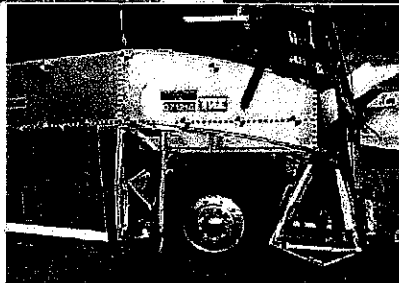


Play Movie



Click Here

Post Test Pictures



Observation - Restraints

- Unbelted dummies:
 - High head accelerations
- Dummies with 2-pt belts:
 - High head accelerations
- Dummies with 3-pt belts:
 - Low head and neck accelerations
- All dummies have low chest accelerations and chest displacements and femur loads

Observation- Unbelted Dummies

- Unbelted dummies typically made head contact with the backseat in front within 150-180 ms
- Dummies on the aisle seats ended up on the floor and dummies on the window seats ended up on the front seats or on the floor



Observation – Belted Dummies

- Dummies stayed in seats
- Head/Knee contact with front backseat for 95th male dummies



Future Plans

- Conduct roof crush, flammability and evacuation tests
- Evaluate the data for rulemaking recommendations
- Complete information can be found at the www.regulations.gov; docket # NHTSA-2007-28793