

行政院所屬各機關因公出國人員報告書
(出國類別：其他(國際會議))

亞太經濟合作會議
第四十六次運輸工作小組會議
報告書

服務機關：交通部

職 稱：科 長

姓 名：趙晉緯

出國地點：秘魯利馬

出國期間：107年10月13日至10月20日

報告日期：108年1月

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亞太經濟合作會議第四十六次運輸工作小組會議報告

一、會議目的

整合區域內運輸系統，發展智慧型運輸科技，訂定運輸技術與安全標準，促成運輸技術合作，並加速運輸部門自由化，以促進亞太地區之貿易自由與經濟發展。

二、會議時間與地點

會議時間：107年10月15日至17日。

會議地點：秘魯利馬利馬會議中心 Lima Convention Center。

三、我國與會代表

我國出席本次運輸工作小組會議代表團員總計 17 人，由本部運輸研究所黃副所長新薰擔任領隊；出席會議代表依陸海空領域分工，詳如下表：

序次	姓名	單位	職銜	備註
1	黃新薰	交通部運輸研究所	副所長	領隊
2	陳其華	交通部運輸研究所	組長	複合運輸
3	周家慶	交通部運輸研究所	高級運輸 分析師	複合運輸
4	彭久晏	交通部科技顧問室	薦任科員	複合運輸
5	趙晉緯	交通部路政司	科長	陸運
6	林文閔	交通部道路交通安全督導委員會	技正	陸運
7	許志成	財團法人車輛安全審驗中心	處長	陸運
8	陳惠智	台灣區車輛工業同業公會	總工程師	陸運
9	陳勁睿	交通部航政司	副研究員	海運
10	王恒萍	交通部航港局	簡任技正	海運
11	黃宇欣	交通部航港局	科長	海運
12	熊士新	臺灣港股股份有限公司	處長	海運
13	朱衍達	交通部民航局	科長	空運
14	張任緯	交通部民航局	專員	空運
15	游孟晴	交通部民航局	技士	空運
16	顏君聿	財團法人台灣經濟研究院	組長	專案
17	劉禹伸	財團法人台灣經濟研究院	副研究員	專案



圖 1 我國代表團合照
(前右七為本次領隊黃副所長新薰)

交通部路政司趙晉緯科長、交通部道路交通安全督導委員會林文閔技正、財團法人車輛安全審驗中心許志成處長及台灣區車輛工業同業公會陳惠智協理共同參加陸運專家小組 LEG 會議。



圖 2 陸運專家小組會議我國與會人員
(左起左 1 許智成處長、中趙晉緯科長、右 1 陳惠智協理)



圖 3 交通部路政司趙科長晉緯於陸運專家小組會議發言

四、會議議程

本次 APEC 運輸工作小組(TPT-WG)會議是以全體會員大會及 4 個專家小組會議為主，期間未召開領隊及管理會議，航空專家小組(AEG)、海運專家小組(MEG)、陸運專家小組(LEG)無分場舉行次級專家小組會議，其下次級專家小組討論議題納入所屬專家小組會議議程中討論；全球衛星導航系統建置次級專家小組(GIT)則與複合運輸與智慧型運輸系統專家小組(IIEG)分場召開。最後，由 4 個專家小組會議主席彙整其次級專家小組討論之共識，向全體會員大會報告。

本次 APEC 運輸工作小組(TPT-WG)會議共分 3 天舉行，第 1 天上午及第 3 天下午的全體會員大會之開幕式及閉幕式，依例由主事成員與本次會議之主辦會員體(秘魯)共同主持；第 1 天下午到第 3 天上午安排專家小組會議(含次級專家小組議題討論)，由各主導會員體主持。

本次運輸工作小組會議各日會議如下：

Date	Time	Activity	Venue	
10.14 (Sun)	14:00-17:00	☑ Pre-arrangement meeting - Lead Shepherd, Deputy LS, EG Chairs, Program Director and Peru		
10.15 (Mon)	08:00-12:00	Registration		
	09:30-13:00	☑ Opening Plenary 11:00-11:15 Coffee Break	Pachacamac (6 th floor)	
	13:00-14:30	Working Lunch		
	14:30-17:30		☑ Expert Group Break-out Meetings 16:00-16:15 Coffee Break	
			- Aviation Experts Group (AEG)	Pachacamac (6th floor)
			- Land Experts Group (LEG)	Huantille 1 (6th floor)
- Maritime Experts Group (MEG)			Huantille 2 (6th floor)	
		- Intermodal and ITS Experts Group (IIEG)	Pucllanta (6th floor)	
18:30-20:30		Welcome Reception & Official Dinner		

10.16 (Tues)	09:30-13:00	☒ Expert Group Break-out Meetings <i>11:00-11:15 Coffee Break</i>	☐
		- Aviation Experts Group	Pachacamac (6th floor)
		- AEG Air Services (ARV) Sub-group Meeting	☐
		- Land Experts Group (LEG)	Huantille 1 (6th floor)
		- Maritime Experts Group (MEG)	Huantille 2 (6th floor)
		- Intermodal and ITS Experts Group (IIEG)	Pucllanta (6th floor)
		- IIEG GIT(GNSS Implementation Team) Sub-group Meeting	☐
	13:00-14:30	Working Lunch	☐
	14:30-17:30	☒ Expert Group Break-out Meetings <i>16:00-16:15 Coffee Break</i>	☐
		- Aviation Experts Group	Pachacamac (6th floor)
		- AEG Air Services (ARV) Sub-group Meeting	TBD
		- Land Experts Group (LEG)	Huantille 1 (6th floor)
		- Maritime Experts Group (MEG)	Huantille 2 (6th floor)
		- Intermodal and ITS Experts Group (IIEG)	Pucllanta (6th floor)
- IIEG GIT(GNSS Implementation Team) Sub-group Meeting		☐	
10.17 (Wed)	09:00-10:45	☒ Expert Group Break-out Meetings <i>10:45-11:00 Coffee Break</i>	<i>Preparation for EG Report to the Plenary</i>
		- Aviation Experts Group (AEG)	Pachacamac (6th floor)
		- Land Experts Group (LEG)	Huantille 1 (6th floor)
		- Maritime Experts Group (MEG)	Huantille 2 (6th floor)
		- Intermodal and ITS Experts Group (IIEG)	Pucllanta (6th floor)
	☐	- IIEG GIT (GNSS Implementation Team) Sub-group Meeting	☐
	11:00-12:00	◆ Side Meeting on Women in Transport	Pachacamac (6th floor)
	12:00-13:30	Working Lunch	☐
14:30-16:30	☒ Closing Plenary	Pachacamac (6th floor)	

五、陸運專家小組會議

本次陸運專家小組會議 LEG 會議摘要如下：

1. 本次會議 2018.10.15~10.17 在秘魯利馬舉行，由俄羅斯(Mrs. Irina Bykova, 首次)擔任主席，並選任巴布亞紐幾內亞為副主席(本次未出席)。
2. 參與經濟體有俄羅斯、南韓、澳洲、美國、秘魯、新加坡、菲律賓、加拿大及中華台北等 9 個經濟體。
3. 我國與會代表為交通部路政司趙晉緯科長、交通部道路交通安全督導委員會林文閔技正、財團法人車輛安全審驗中心許志成處長、台灣區車輛工業同業公會陳惠智協理等 4 人出席。
4. 我國配合 APEC RTHP 計畫確立的法規調和原則，於本次陸運專家小組 LEG 會議，說明每年 2 次檢視國內車輛安全法規與聯合國車輛安全法規之調和增修狀況，並提供我國車輛安全法規調和進展資料與各國代表交換意見；此呈現出我國在車輛安全法規維持國際水平的努力，以及對於達成 APEC 摒除技術性貿易障礙目標的貢獻。
5. 各經濟體目前導入聯合國法規(簡稱 UN 法規)狀況更新(主席也再次提醒各經濟體配合 VSHG 同意之每次會議前更新資料庫維護如 Certification Circle 與 UN 法規採用進度):
 - (1) 澳洲 - 44 項 UN 法規 (考慮未來 14 項)
 - (2) 南韓 - 65 項 UN 法規
 - (3) 我方 - 74 項 UN 法規+1 Guideline RE3
 - (4) 新加坡 - 97 項 UN 法規
 - (5) 日本- 80 項 UN 法規
 - (6) 加拿大 - 21 項 UN 法規
 - (7) 香港 - 44 項 UN 法規

(8) 印尼 – 7+3 項 UN 法規(規劃依據 ASEAN 進程，第一階段 2015 年 19 項、第二階段 32 項)

(9) 馬來西亞 – 77(2015)/99(2017)/134(2020)項 UN 法規
(包含有排污與噪音)

(10) 越南 – 14 項 UN 法規

(11) 中國 – 70 項 UN 法規

(12) 俄羅斯 – 141 項 UN 法規

6. 自上次陸運專家小組 LEG 會議迄今，全球法規調和論壇 WP29 召開 2 次會議，各有以下相關的 UN / GTR 法規增修版定案，將分別納為我國 106 年下半年及 107 年上半年基準增修案討論案：

	174 次會議	175 次會議
UN 法規增修版	26 項 (基準相關的有燈具 3 項，被動安全性能 0 項，行駛配備 8 項，一般安全性能 13 項等)	33 項 (基準相關的有燈具 0 項，被動安全性能 14 項，行駛配備 10 項，一般安全性能 0 項等)
新 UN 法規項目	0 項 (車輛安全)	2 項 (氫燃料電池機車安全及農用車聯結功能)
GTR 增修版	0 項 (車輛安全)	2 項 (非關車輛安全)
新 GTR 法規項目	1 項 (EVS)	0 項

7. 關於全球法規調和論壇 WP29，目前的法規調和活動重點資訊：

(1) 1958 協定現有 55 國家(最新的是羅馬尼亞 Romania 及奈及利亞 Nigeria, 2018 年加入)。

(A) 其中 APEC 經濟體有日本/澳洲/紐西蘭/南韓/馬來西亞/俄羅斯/泰國等 7 個

(2) 1998 協定現有 36 國家(最新的是聖馬利諾 San Marino, 2011.01.26)。

(B) 其中 APEC 經濟體有日本/澳洲/紐西蘭/南韓/馬來西亞/俄羅斯/美國/加拿大/中國大陸等 9 個

(3) 全球技術法規(GTR)到目前為止已有 11 項(2018 增 1 項)如下：

-- 與車輛安全相關的有 **11** 項(如底線粗體)

(A) 門門與鉸鍊(此項已轉入 UN 法規，交通部已於 99 年 8 月公告)

(B) 二輪機車氣態污染排放與油耗量測程序(簡稱 WMTC)(無關車輛安全)

(C) 機車煞車(此項已轉入 UN 法規，交通部已於 99 年 8 月公告)

(D) 重型引擎 -- 壓縮點火引擎及火星塞點火引擎(使用天然氣與液態瓦斯) -- 污染排放量測程序(簡稱 WHDC)(無關車輛安全)

(E) 車上診斷系統技術要求(OBD)(無關車輛安全)

(F) 安全玻璃(2008)(已納入 UN R43.01 版，交通部已於 103 年 1 月公告)

(G) 頭枕(2008) (目前修訂中，GRSP 討論後會進行納入 UN R17 的程序)

(H) ESC(2008) (已轉入 UN 法規)

(I) 行人安全保護 (2009) (UN 法規 127, 我國已納入全球車輛安全法規推動規劃案檢討，惟國內無檢測能量建置規劃)

(J) 非標準循環污染排放 (Off-Cycle Emission, OCE, 無關車輛安全)(2009)

- (K)非道路移動機具 (NRMM, Non-Road Mobile Machinery)(無關檢測基準項目)(2009)
- (L)機車控制器標誌(2011) (已納入 UN R60.S4 版)
- (M)氫燃料電池車輛(hydrogen fuel cell vehicle (HFCV, 2014.11 已通過為 UN 法規項目, 已於 2017.03.31 公布實施, 交通部已於 107 年公告)(2013)
- (N)側方立桿碰撞防護(Pole Side Impact) (2014.11 已通過為 UN 法規項目, 後續再參考國內檢測能量於國內對應期程討論) (2013)
- (O)全球輕型車輛汙染測試程序(2014, WLTP, 與車輛安全無關)
- (P)輪胎(2014, 已轉換為 UN 法規, 刻正進行國內對應討論)
- (Q)二/三輪機車曲軸箱與油氣蒸發汙染排放(2016, 與車輛安全無關)
- (R)二/三輪機車 OBD(2016, 與車輛安全無關)
- (S)電動車輛安全(EVS)(2018, 觀察後續轉入 UN 法規的狀況)

8.我方提供車輛安全型式認證制度進展說明、及與聯合國 Decade of Action for Road Safety(Pillar 3 – Safer Vehicle)有關之新 UN 法規導入資訊,說明已完成之車輛安全法規建立,並歡迎各經濟體與我方聯繫以了解更詳盡資訊,與會代表無相關回應意見。

9.下次會議預定 2019 年 4 月下旬舉行,地點預計於加拿大。

六、結論與建議

1. APEC 會議為我國能參與之少數國際會議，而運輸工作小組會議陸運專家小組 LEG 及其車輛標準調和次級專家小組會議 LEG-VSHG，為我國參與及瞭解國際車輛安全法規調和及發展趨勢之重要管道之一，本次會議已援例僅召開陸運專家小組會議（合併道路與軌道安全次級專家小組 LEG-SAF 及車輛標準調和次級專家小組 LEG-VSHG），整體來說議程仍有相當比例為原車輛標準調和次級專家小組會議持續討論議程。
2. 陸運專家小組 LEG 會議主要目的在資訊分享交流及促進國際合作，本次 LEG 會議，我國由交通部路政司、道路交通安全督導委員會、審驗機構財團法人車輛安全審驗中心、國內業界台灣區車輛工業同業公會等共同派員參與會議，我國代表就國內車輛安全法規調和進展與各國代表交換意見，並同時瞭解 APEC 各經濟體辦理車輛安全法規調和發展情形，圓滿達成本次會議目標，並且收穫成果豐碩，未來應有持續派員參加會議之必要。
3. 觀察最近數次陸運專家小組 LEG、車輛標準調和次級專家小組 LEG-VSHG 會議舉辦情形，除我國持續派員參加外，其他 APEC 經濟體參與代表的人員流動性高，相關經驗有限，對 LEG、LEG-VSHG 會議可獲致成果略有影響，建議我國應能固定參與人員，以為資深代表領導會議進行，並利我國國際人才養成及會議經驗傳承。
4. 本次陸運專家小組 LEG 會議主席由俄羅斯 Irina Bykova 女士擔任，渠為原主席澳洲 Marcus James 先生退休、副主席韓國代表改任運輸工作小組大會主事成員 Lead Shepherd 後，於 107 年年中臨時接任。初次擔任 LEG 會議主席，俄羅斯除 Bykova 女士外並未增派代表與會，會議進行中 Bykova 女士需一人綜理會議主持及行政庶務工作（如修理電腦、撰寫會議報告），致會議進行偶有延遲。該等情形與之前會同財團法人車輛安全審驗中心評估 LEG 會議主席出缺時，我國如擬規劃派員擔任主席，考量 LEG 會議主席工

作要對應包括主導 APEC 各經濟體涉及道路與鐵路等運輸安全及車輛技術法規調和議題的探討與資料彙集/確認，每年參加 2 次會議、每次行程 4~6 天的頻度與期程，則至少需有 4 人團隊支援（政府官員擔任主席及與會代表各 1 人、一般行政幕僚含秘書、翻譯至少 2 人），方能讓會議進行順利之評估結果相符。我國未來如有想爭取 APEC 會議相關主席職位，可參考上開評估結果妥為規劃相關預算經費。

5. 觀察最近數次 LEG、LEG-VSHG 會議各國報告目前調和導入聯合國 UN/ECE 車輛安全法規狀況，各國均持續導入並積極參與全球法規調和論壇 WP29，我國定期每年 2 次檢視 UN/ECE 法規增修狀況並檢討導入國內實施之法規項目、內容及其實施期程，並積極參與陸運專家小組 LEG 會議各項議題討論，無論是簡報我國車輛安全法規調和情形，以及對其他 APEC 經濟體的報告提供意見，均獲主席肯定，另我國提案建請 APEC 各經濟體持續更新 Certification Circle 與 UN 法規採用進度表，已納入本小組成員應定期更新資訊，且 APEC 各經濟體陸續加入並持續配合辦理，相信對於我方提案擬達成相關車輛安全法規發展進度訊息即時掌握之目標，後續應可有具體進展。
6. 此外，本次陸運專家小組 LEG 會議亦了解各 APEC 經濟體針對未來車輛法規的發展及分享，另積極響應「聯合國全球道安行動十年計畫 (Global Plan for the Decade of Action for Road Safety 2011-2020)」，分享各項道路安全資訊，我國也說明自籌經費「APEC 區域機車傷亡統計及事故調查項目定義之參考手冊」計畫進展、分享我國道路安全執行績效與未來工作重點方向，藉由與各會員體互動交流，彼此受惠良多，期待未來持續與國際接軌，提升我國道路安全。
7. 最後，APEC 會議為我國能參與之少數國際會議，透過 APEC 平台可促進與 APEC 各經濟體包括東南亞、南美等國家的交流合作。本次會議於秘魯利馬舉行，我駐秘魯代表處曹代表也藉由接待交通部參加運輸工作小組代表團，增加我國官方與秘魯官方代表的互動，順利協助我外交工作之推展，亦圓滿成功。

七、附件

本次會議資料



Advancing
Free Trade for Asia-Pacific
Prosperity

Progress Report on Vehicle Regulation Harmonization in Chinese Taipei

14 OCT 2018 – Lima

Presented by

Simon HSU, Vehicle Safety Certification Center, Chinese Taipei

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CONTENTS



- **Amendment/Revision as considering UN Regulations**
- **Plan for Introducing New UN Regulations**
- **Summary**

P1. Amendment/Revision as considering UN Regulations



1. Periodical Review :
Twice a year (1st half & 2nd half),
2. Proposal by any interest group
 - ① Extensive concerns
 - ② Clarification
 - ③ Harmonization issue

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P1. Amendment/Revision GRRF & GRB



Item	2 nd half of 2017	1 st half of 2018
Tyre	UNR30 02-S19 、 R54 01-S22 、 R75 00-S17	
Dynamic Braking		UNR13 11-S14 、 R13 11-S15 、 R13H 00-S17
Mechanical coupling device	UNR55 01-S7	
Electronic stability control systems (ESC)		UNR140 00-S1
Steering equipment		UNR79 02
Installation of tyre	UNR142 00	UNR142 00-S1

Quiet road transport vehicles	UNR138 00-R1 、 R138 00-S1 、 R138 01
--------------------------------------	--

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P1. Amendment/Revision GRSP



Item	2 nd half of 2017	1 st half of 2018
Seat Belt	UNR16 06-S9 ~ R16 07	
Belt anchorage	UNR14 07-S8 R16 06-S9 ~ R16 07-S1	UNR14 08 ~ R16 06-S10
Seat Strength	UNR80 03-S3	UNR17 08-R5-C1 ~ R17 08-S4
Door latches and retention components	UNR11 03-S4 ~ R11 04-S5	
Protection of drivers against the steering mechanism in the event of impact		UNR12 04-S5
Head restraint		UNR17 08-S4

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P1. Amendment/Revision GRSG



Item	2 nd half of 2017	1 st half of 2018
Rear-View Mirrors Device & Installation		UNR46 04-S5
Lateral protection(Good vehicle)	UNR73 01-S1	
Rear underrun protection		UNR58 03
The location and identification of hand controls, tell-tales and indicators		UNR121 01-S2 ~ R121 01-S2-C1
General construction (M2 ~ M3 category)	UNR107 06-C1 ~ R107 07-C1	
Audible warning Device & Installation	UNR28 00-S5	
Safety Glass	UNR43 01-S5	UNR43 01-R4-C1 ~ R43 01-S6 ~ R43 01-S7
Flammability of the interior materials for motor vehicle & Installation	UNR118 02-S3 ~ R118 03	
Speedometer	UNR39 01-S1	

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P1. Amendment/Revision GRE(2/1)



Item	2 nd half of 2017	1 st half of 2018
Light Installation	UNR48 05-S11 · R48 06-S9	R48 06-S10 · R53 02-S1
Light Source	UNR99 00-S13	UNR37 03-S46
Headlamp(headlamps of gas-discharge type excluded)	UNR112 01-S7 · R112 01-S8 R113 02	
Gas-discharge Headlamps	UNR98 01-S8 · R98 01-S9 R113 02	
Front and rear position(side) lamps, stop lamps and end-outline marker lamps	UNR7 02-S26 · R7 02-S27 R50 00-S19	
Daytime running lamps	UNR87 00-S19 · R87 00-S20	
Hydrogen and fuel cell vehicles		UNR134 00-S3
Direction indicators	UNR6 01-S27 · R6 01-S28 · R6 01-S29 · R50 00-S19 · R50 00-S20	
Retro-reflective markings	UNR104 00-S9	

P1. Amendment/Revision GRE(2/2)



Item	2 nd half of 2017	1 st half of 2018
Front fog lamp	UNR19 04-S9 · R19 04-S10	
Rear fog lamp	UNR38 00-S18 · R38 00-S19	
Reversing lamp	UNR23 00-S21 · R23 00-S22	
Parking lamp	UNR77 00-S17 · R77 00-S18	
Side marker lamp	UNR91 00-S16 · R91 00-S17	
AFS	UNR123 01-S8 · R123 01-S9	
Retro-reflector	UNR3 02-S17	
Rear marking plates for heavy and long vehicles	UNR70 01-S10	

P2. Plan for Introducing New UN Regulations



Asia-Pacific
Economic Cooperation

UN DECADE OF ACTION FOR ROAD SAFETY

Pillar 3 :

Safer Vehicles

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P2. Plan for Introducing New UN Regulations Group #1



Asia-Pacific
Economic Cooperation

No	UN Reg.	Title	Status Quo
1-1	R58	RUPD	Waiting for announcement
1-2	R73	LPD	
1-3	R93	FUPD	
1-4	R26	External Projection for M1	Announced
1-5	R61	External projections of commercial vehicles	Announced
1-6	R87	DRL	Announced
1-7	R121	Location and identification of hand controls, tell-tales and indicators	Announced
1-8	R128	LED Light Source	Announced
1-9	R89	Speed limitation devices	Announced
1-10	R130	LDW(S)	Announced
1-11	R127	Pedestrian Safety	Waiting for announcement
1-12	R131	AEBS	Announced

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0

P2. Plan for Introducing New UN Regulations Group #2



No	UN Reg.	Title	Status Quo
2-1	R21	INTERIOR FITTINGS	Waiting for announcement
2-2	R29	CAB OF A COMMERCIAL VEHICLE	Waiting for announcement
2-3	R70	REAR MARKING PLATES	Announced
2-4	R125	THE FORWARD FIELD OF VISION	Waiting for announcement

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P2. Plan for Introducing New UN Regulations Group #3



No	UN Reg.	Title	Status Quo
3-1	R34	Prevention of fire risks in the event of collision	Announced *for rear-end collision
3-2	R32	Rear-end collision	Waiting for announcement
3-3	R117	Tyres, rolling resistance, rolling noise and wet grip	Drafted for discussion *for rolling resistance and wet grip
3-4	R136	Electric Safety of category L (EV-L)	Drafted for discussion
3-5	R137	Frontal impact with focus on restraint systems	Waiting for announcement
3-6	R145	ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions	Drafted for discussion

#3rd Group Candidates

- UN R35-00-S1 - Foot controls;
- UN R111-00-S1 - Handling and stability of vehicles;
- UN R135-00 - Pole Side Impact (PSI)

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SUMMARY

P1. Amendment/Revisions



1. Keep moving

2 times yearly, Periodical Review on updating of UN Regulations and just completed the discussion with industry

2. 1st half of 2017 announced on April 25, 2018

3. ~1st half of 2018 ready for discussion

GRRF: 8 items 2nd half of 2017 / 6 items 1st half of 2018

GRSP : 7 items 2nd half of 2017 / 5 items 1st half of 2018

GRSG: 8 items 2nd half of 2017 / 7 items 1st half of 2018

GRE : 32 items 2nd half of 2017 / 4 items 1st half of 2018

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SUMMARY

P2. Plan for Introducing New UN Regulations



4. Introducing more UN Regulations

- 1st Group of 12 candidates
 - 8 Announced
 - 4 Waiting for announcement(UNR 58, 73, 93, 127)
- 2nd Group of 4 candidates (UN R21, 70, 125, 29)
 - 1 Announced
 - 3 Waiting for announcement(UN R21, 125, 29)
- 3rd Group of 9 candidates
 - 1 Announced
 - 2 Waiting for announcement
 - 3 Drafted for discussion

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Thank you for your attention!



VSCC 財團法人車輛安全審驗中心
Vehicle Safety Certification Center

SUMMARY OF LEG REPORT FOR CLOSING PLENARY

1. Mrs. Irina Bykova (Russia) chaired the TPT-WG46 LEG meeting. Nine economies attended: Australia, Canada, Republic of Korea, Peru, Philippines, Russia, Singapore, Chinese Taipei, and the United States.

2. The LEG endorsed the candidate from Papua New Guinea as Vice Chair of LEG.

3. Canada, Republic of Korea, and Peru provided presentations regarding major developments in land transport.

4. Republic of Korea, Russia, Peru and Chinese Taipei updated LEG on their activities improving road safety. Chinese Taipei updated their progress on the self-funded project “Developing Guidelines for Powered-Two-Wheelers (PTW) Crash Data Collection and Reporting in the APEC Region.”

5. Republic of Korea, Peru, and Chinese Taipei provided progress reports on Vehicle Standards Harmonization.

6. Republic of Korea from LEG provided presentation “Autonomous Vehicle Policy” at the IIEG-LEG-GIT joint session on the topic of Autonomous Vehicle.

7. LEG reviewed its Workplan for 2018 and will draft its Workplan for 2019 to reflect new activities from APEC economies.

8. LEG discussed inputs into TPT WG vision statement. Guided by the principles of collaboration, sharing of information and technical expertise, and building a regional perspective and regional capacity, the LEG agreed that the TPT WG vision statement should be:

- Concise;
- Aspirational and forward looking;
- A broad statement to enable flexibility for economies to adapt to changes over a long time frame;
- High level and not consider operational level issues.

Some of the key themes and ideas to be captured in the Vision statement also include:

- Transportation as means to move trade, enable community building and social benefits;
- Safety, security, sustainability (economic, social, environmental);
- Accessibility;
- Ability to accommodate disruptive technologies and innovations (e.g., digital technology, big data).

INTRODUCTION

Mrs. Irina Bykova (Russia), as Chair of LEG, welcome delegates to the TPT WG 46 LEG meeting. The attendees included delegates representing nine economies: Australia, Canada, Republic of Korea, Peru, Philippines, Russia, Singapore, Chinese Taipei, and the United States.

A list of participants is attached at Attachment A.

The agenda was adopted as proposed.

CHAIR'S REMARKS

The Chair highlighted that in accordance with Transport Ministers Meeting direction to streamline TPT WG meeting structure Road and Rail Safety sub groups as well as Vehicle Standards Harmonization sub groups items included into the LEG meeting agenda.

APEC-FUNDED PROJECTS IN PROGRESS OR ANTICIPATED

TPT WG submitted five concept notes for Project Session 2. LEG endorsed Korean Concept Note "Enlarging APEC's Connectivity in Land Transportation". The Concept Note was not approved by Budget and Management Committee.

ECONOMY REPORTS ON MAJOR DEVELOPMENT IN LAND TRANSPORT

1. Canada provided an update on current rail initiatives underway and highlighted important changes brought about by new legislation. Canada's framework for freight rail policy emphasizes competition and market forces, regulation and intervention to ensure fair and efficient outcomes, and encourages all levels of government to work with the private sector. Reforms in the rail sector include new competitive access tools, stronger and more accessible shipper remedies, new railway reporting requirements, enhanced investigative and corrective powers, and incentives for ongoing investment. A key source of federal government investment is through the Trade and Transportation Corridors Initiative.

The Canadian rail sector operates under a variety of environmental conditions that place multiple demands on existing resources. Policy upgrades affecting rail safety include making locomotive voice and video recorders (LVVR) mandatory, addressing fatigue in the rail industry, and updating railway employee training and qualification requirements.

Transport Canada's new Innovation Centre is focusing on a rail research, development, and deployment program that seeks to reduce barriers to adopting new technologies that enhance the safety, security, accessibility, and environmental performance of transportation. This will allow limited resources to be directed to other tasks that require human operators, which will also result in decreased fatigue. Work is also underway on connectivity and automation, safety and security, cold weather testing, and alternative fuels.

2. Republic of Korea made presentation for a conceptual discussion about how to design a transport network. It explains the current method that constructs a transport network without enough consideration of the regional economy. This presentation emphasizes that, as a grand supply chain delivering most of the economic activities among the development actors, transport networks need to quantify how the actors produce traffic flows, how the actors and the flows contribute to the economy, and how both of them meet the needs of inclusive growth.

3. Republic of Korea made presentation about Korean Radio-based Train Control System (KTCS-2), using communication system LTE-R which specialized in Railway. KTCS-2 is verified by two types of tests and has received SIL-4, which is the certified maximum safety level. Republic of Korea has plan for practical use of KTCS-2 and will adapt this system to entire Republic of Korea Railway.

4. Peru presented its economy report pointing out challenges faced by local governments in urban transport management. Furthermore, to improve inner-city transport for Peru's 29 major cities Peru is currently creating an organization that will strengthen the capacities for carrying out specialized planning studies and financing Bus Rapid Transit system in Lima.

5. On railway development, Peru is in the process of improving its railway system with a multimodal transport approach to provide a more efficient and competitive freight and passenger transport service. Additionally, in order to achieve its objective, it is necessary to overcome rail interoperability problems, such as those that have been detected in one of its international railway projects with gauge width (1435mm vs. 1000mm).

6. Regarding metro services, Peru is developing a Master Plan in order to implement an Integrated Mass Transport System. Peru also presented to the group on its use of Big Data technology to complement and add innovation to the studies involved.

7. Peru presented on its vehicle dismantling and scrapping regulation proposal to achieve many targets: (i) reduction of traffic due to obsolete vehicles, (ii) reduction of vehicular emissions, (iii) reduction of greenhouse gases, and (iv) renewal of the current fleet

in order to increase safety through the use of clean cars powered with electricity, natural gas or other low carbon fuels.

IIEG-LEG-GIT JOINT SESSION ON THE TOPIC OF AUTONOMOUS VEHICLES

Republic of Korea from LEG presented on its “Autonomous Vehicle Policy”. Korea introduced its AV policies and its various research projects, such as safety assessment technologies, testbed, and several pilot projects for AVs.

UN DECADE OF ACTION FOR ROAD SAFETY 2011-2020

1. Republic of Korea provided analyses of records gathered from the primary motor vehicle insurance companies in Korea. The records deal with 3,168 injuries coming from 1,800 accidents. The variables contain 16 accident types, 22 traffic rule violations, 18 road structure, 13 vehicle types. The injuries were categorized into “no injury”, “minor injury”, “severe injury”, and “death”. The methodology of modeling is “ordered logistic regression model”, which reveals that one of the dominant factors in determining the level of injury is the vehicle type of the party less responsible.

2. Peru described the current situation and short to medium term objectives in regards to the implementation of public policies. There is an effort to focus on inter-institutional management, where Peru is trying to improve and strengthen the road safety system by coordinating with other public and private entities, fundamentally in regards to local and regional governments.

3. Russia highlighted that road safety is a high priority on its international development agenda because of the significant impact on society and the economy. On the initiative of the Russian Federation, the Economic and Social Commission for Asia and the Pacific (ESCAP) adopted the resolution titled “Improving road safety in Asia and the Pacific for sustainable transport systems” in May of this year.

Russia also noted they hosted an International Conference titled “City and Transport: Safety, Efficiency, and Sustainability” which was held in Khabarovsk, Russia, in September 2017. The conference acknowledged the importance of enhanced activities on improving road safety and the development of sustainable urban transport in Asia and the Pacific region. The conference also decided to hold an Asia-Pacific International Conferences on urban transport safety, efficiency, and sustainability every three years.

Russia provided information about the ERA-GLONASS system implementation for the purpose to increase road safety in the Russian Federation.

4. Chinese Taipei updated LEG on their progress on the self-funded TPT WG project titled “Developing Guidelines for Powered-two-wheelers (PTW) Crash Data Collection and Reporting in the APEC Region.” This project seeks to develop guidelines concerning data elements that should be included in PTW crash reporting to better understand crash causation and to help inform better decision making. The uniformity of crash data collection is expected to help APEC economies share and transfer their best practices and research on road safety policies and programs. Based on the preliminary results of this project, Chinese Taipei recommended that, as a matter of priority, the following data elements should be considered in crash reporting: manner of collision, vehicle type, types of traffic control device, level of injury, use of helmet, and alcohol testing.

5. Chinese Taipei also updated their actions to improve road safety. In 2017 a total of 2,723 people died from road accidents, down from 3,298 in 2010. Chinese Taipei is working towards a goal of reducing the number of road traffic deaths to under 2,500 by 2020. Some road safety strategies have already been undertaken in pursuit of this goal. In recent years, law enforcement has made this a top priority and has cracked down on problems such as drunk driving and average speed enforcement by using high-tech tools to track vehicles and support law enforcement. Chinese Taipei has also implemented an enhanced driver license test improvement plan. In addition, Chinese Taipei has initiated a “traffic calming zone” plan to improve pedestrian safety and a speed limit of 30kph in residential areas and school zones.

VEHICLE STANDARDS HARMONIZATION

1. Chinese Taipei’s progress update noted that, regarding vehicle safety regulation harmonization through a twice-a-year practice, amendments of UN (WP29) Regulations from 2nd half of 2017 and 1st half of 2018 are compiled and ready for review before announcement. Additionally, as for introducing more UN Regulations to be in line with the Pillar 3 – Safer Vehicle under “UN DECADE OF ACTION FOR ROAD SAFETY”, a regulation for fuel leakage during rear-end collision (UNR 34) was announced in 2018, and 5 additional regulations are waiting for announcement (UNR32/137) or are drafted for discussion (UNR117/136/145).

2. Peru reported on its vehicle regulation framework. Their new vehicle homologation process will start in 2019 and cover different stages beginning with documentary revision, followed by visual inspection and finally laboratory testing. Peru also included a new regulation to incorporate technical issues related to electric vehicles in order to facilitate their commercialization with the other economies.

3. Republic of Korea provided the LEG an update on the status of UN regulations and UN Global Technical Regulations (GTR) from the recent 174th and 175th WP.29 plenary

meetings. Chinese Taipei expressed its appreciation to Korea since the information is beneficial to all economies to achieve harmonization.

4. Republic of Korea also provided the LEG with information on the updated harmonization status of UN Regulations among VSHG's members, to which Canada, Japan, Republic of Korea, Russia, and Chinese Taipei provided the latest information. The Chair noted that those templates titled “harmonization of vehicle regulations” would be circulated by email before the upcoming TPT WG meeting and all economies are encouraged to update.

REVIEW OF LEG WORKPLAN 2018

LEG reviewed its Workplan for 2018 and will draft its Workplan for 2019 to reflect new activities from APEC economies.

LEG INPUTS INTO TPT WG VISION STATEMENT

LEG discussed inputs into the TPT WG Vision Statement. Guided by the principles of collaboration, sharing of information and technical expertise, and building a regional perspective and regional capacity, the LEG agreed that the TPT WG Vision Statement should be concise, aspirational and forward looking, a broad statement to enable flexibility for economies to adapt to changes over a long time frame, and high level and not consider operational level issues.

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ATTACHMENT

A-Attendance