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agenda item 7.1)

OICA POSITION ON
AUSTRALIAN TYPE APPROVAL SYSTEM

At the occasion of the presentation of the Australian type approval system, OICA wishes to present to WP.29 the automobile industry's experience.

Basically, the Australian certification system can be considered as a modern, efficient and flexible type approval system combining the assets of governmental type approval with the rapidity of an electronic data exchange system and the flexibility of manufacturer self-testing according to the legal requirements.

The main assets can be detailed as follows:

1. Type approval system: the Australian system fully follows the classical type approval system, in which the Authority certifies that a vehicle type complies to the different system or component legal requirements. Moreover, Australia as Contracting Party to the 1958 Agreement is gradually moving towards full consistency with the UNECE Regulations. The Australian type approval system consequently allows the mutual recognition of type approvals among the 1958 Agreement Contracting Parties, thereby creating a free market for circulation of approved products under governmental control.

2. Electronic data exchange: this procedure, whereby the necessary data (vehicle type information, test data, …) are transmitted electronically to the approval authority using standard forms for the various regulations, has proven to be a very reliable and quick system, allowing manufacturers as well as authority to drastically improve the administrative efficiency, to swiftly detect any malfunctions (erroneous data, non-compliances, …) and to grant the necessary approvals with an extremely short leadtime. It also facilitates the updating of such forms, as required by the technical and regulatory development.

3. Manufacturer self-testing: this system allows the manufacturer to conduct its own in-house testing to generate the data necessary for the granting of the type approval under the supervision of quality control procedures. This possibility has proven its efficiency, flexibility and reliability. As a matter of fact, the 1958 Agreement specifies that ECE Regulations "*may, if needed, include references to the laboratories accredited by the competent authorities where acceptance tests of the types of wheeled vehicles, equipment or parts submitted for approval must be carried out*." Some individual ECE Regulations already today allow the generation of data to be conducted in-house by the manufacturer and this possibility might need to be recognised and expanded to other ECE Regulations, as an option to the current systems in place.

In conclusion, OICA strongly supports these aspects of the Australian certification system and the initiated process for further harmonization. The automobile industry's experience shows that this system provides many advantages and should be considered as a model to be used for the improvement of the certification system under the 1958 Agreement as well as for the future development of a globally harmonised certification system under the 1998 Agreement.

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