

Transmitted by the Chairman of IWVTA
Sub-group “UN R0”

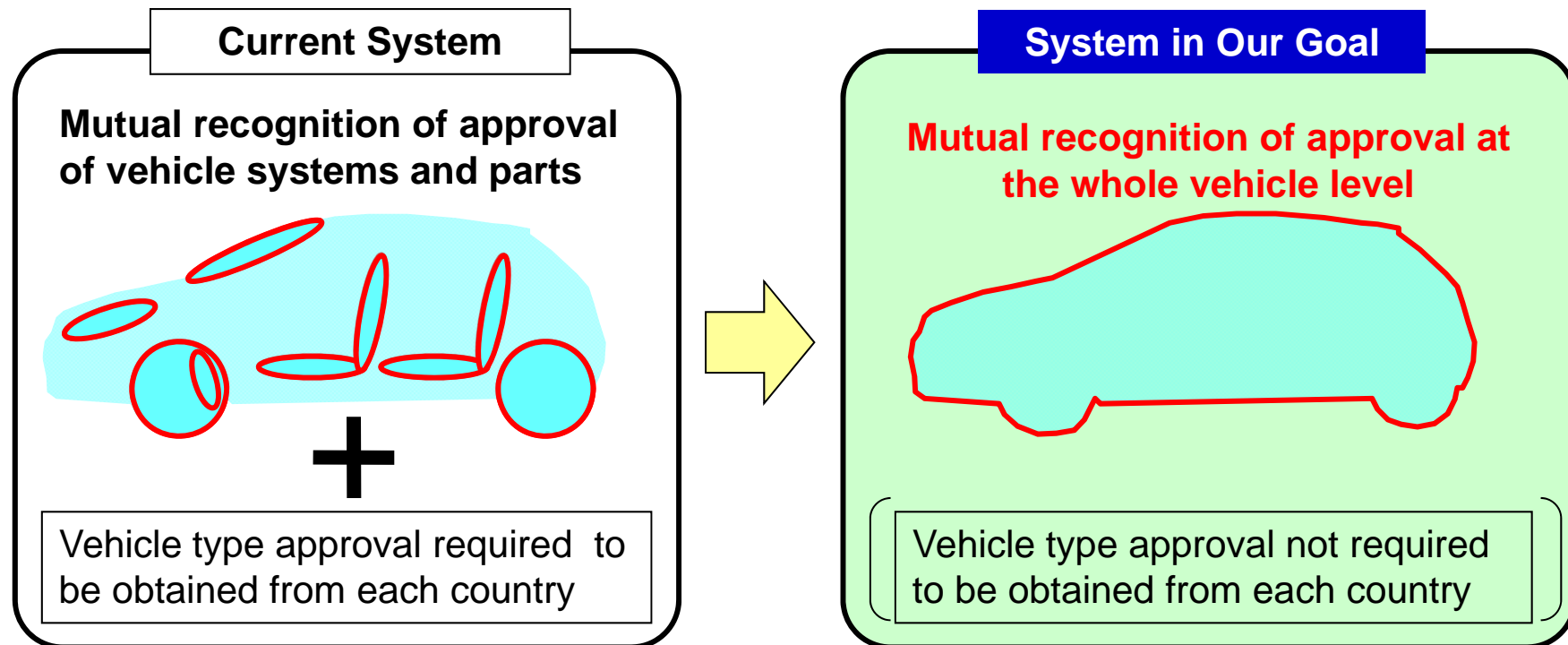
Informal document **WP.29-160-33**
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agenda item 4.3)

Overview and issues of UN R0 discussion

Sub-group “UN R0” of IWVTA Informal Group

Introduction

- ✓ At present, various vehicle certification systems exist for different countries in the world. We aim to establish a truly global type approval system and realize mutual recognition of approval among many different nations.
- ✓ Specifically, we aim to upgrade the current approval system under the 1958 Agreement, which covers “mutual recognition of approval of vehicle systems and parts”, to the “whole vehicle” level.

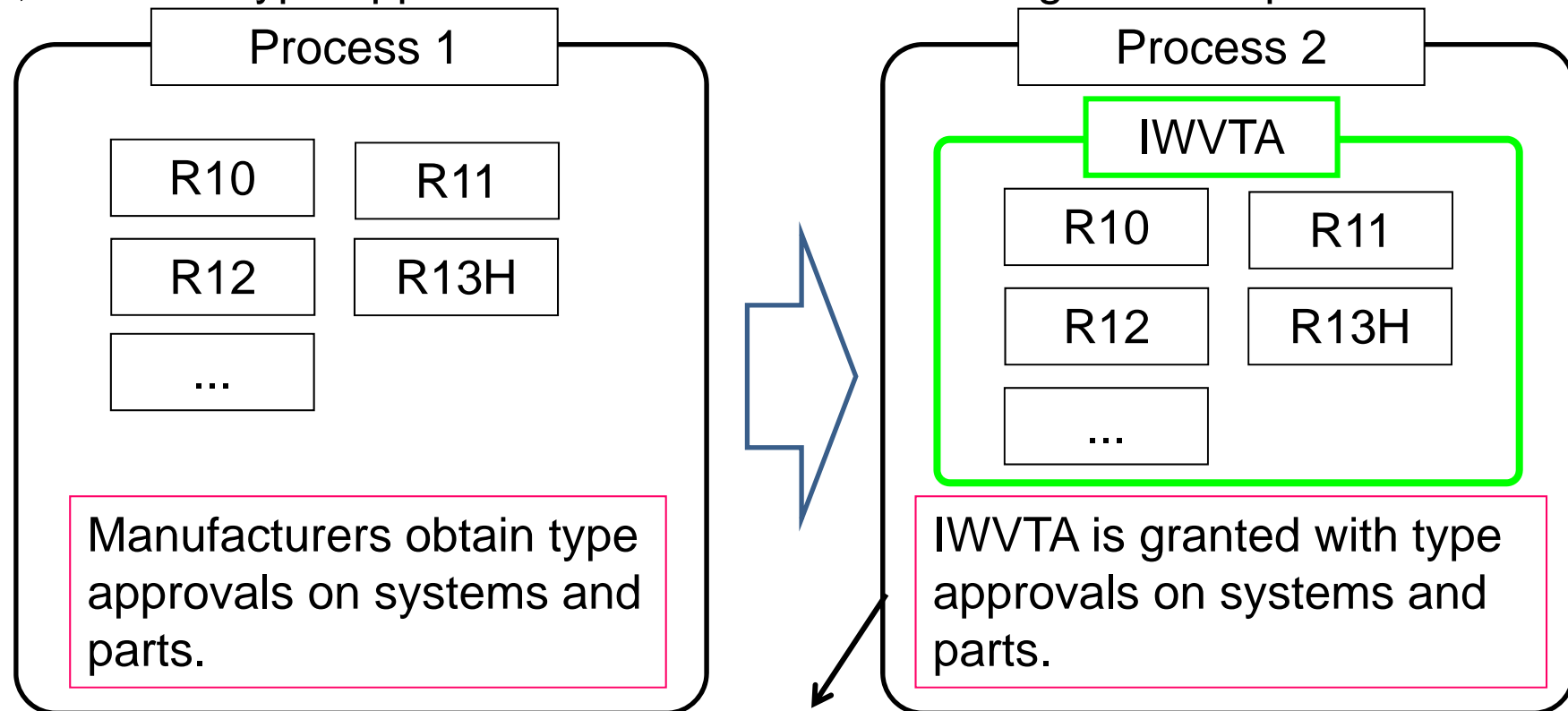


Objective of this presentation

- ✓ IWVTA Informal Group and Sub-Group R0 are developing UN Regulation No. 0 (UN R0) which seeks to establish an International Whole Vehicle Type Approval (IWVTA) scheme within the framework of the revised 1958 Agreement.
- ✓ The IWVTA scheme will be established in March 2016 and the first draft of UNR0 will be submitted to WP29 in November 2013.
- ✓ This presentation will introduce overview of the characteristics of UNR0 and three important issues being discussed in the Sub-Group R0.

Characteristics of UNR0

- ✓ Under the revised 1958 agreement, UNR0 stipulates administrative procedure and technical requirements in it, by referring to existing UN Regulations. (Those UN Regulations are listed in an Annex of UN R0.)
- ✓ Concept of having two processes in UNR0 is under consideration; Manufacturers obtain individual type approvals on systems and parts at process 1, and then type approvals on whole vehicles are granted at process 2.



UNR0 also deals with this unique process.

Issue1: Obligation of Contracting Parties applying UNR0

- ✓ Under the revised 1958 agreement, Contracting Parties (CPs) applying UNR0 have obligation to accept IWVTA.
- ✓ Due to this characteristics of UNR0, the issue of what obligation the CPs applying UNR0 should have regarding the respective UN Regulations listed in the Annex UNR0.
- ✓ Sub-Group R0 has discussed two possible options about the obligation of CPs applying UNR0.

Issue1: Obligation of Contracting Parties applying UNR0

Option1:

- ✓ CPs applying UNR0 have to apply all UN Regulations listed in the Annex of UN R0.

This option is a secured approach, but the number of CPs applying UNR0 might be reduced because it sets strict conditions for CPs to apply UNR0.

Option2:

- ✓ CPs applying UNR0 have to accept Universal IWVTA even if they are not applying all UN Regulations listed in the Annex of UN R0.
- ✓ CPs applying UNR0 have to accept, for the purpose of issuing IWVTA, type approvals issued by other Contracting parties according to the UN Regulations listed in the Annex of UN R0 even if they are not applying these UN Regulations.

This option might increase the number of CPs applying UNR0, but it is unclear whether this option is legally feasible or not .

Issue2: Right of Contracting Parties applying UNR0

- ✓ The revised 1958 Agreement has the provision that a CP applying a UN Regulation has right to issue type approvals, if it has technical competence to verify compliance with UN Regulations .
- ✓ Sub-Group R0 has discussed whether a CP applying UNR0 also has right to issue IWVTA, if it has the technical competence. And the group has concluded to wait until the above mentioned issue of whether CPs applying UNR0 have to apply all UN Regulations listed in the Annex of UN R0 is solved at its next session in September.
- ✓ Nevertheless, Sub-Group R0 agreed that the definition, for the discussion of the right of CPs applying UNR0, of sufficient technical competence is as follows. “Sufficient technical competence” means that a CP has the capability to verify the compliance of a whole vehicle type with UNR0, and the ability to confirm that, where appropriate, the systems and components are installed pursuant to the individual UN Regulations listed in the Annex of UN R0.

Issue3: Treatment of UN Regulations annexed to UNR0

- ✓ Each GR owes the task to review the necessity of UN Regulations for the purpose of whole vehicle type approval, and therefore the Sub-Group R0 is currently waiting to see the review results on UN Regulations applicable to IWVTA by each GR, which progress will be reported shortly.
- ✓ On the other hand, some countries may face difficulties to apply UN R0 because it would include UN Regulations with “optional requirements” some of which are necessary for only some CPs (Example: ESC in R13H). Sub-Group R0 generally agreed that the splitting such optional requirements from the UN Regulation is necessary.
- ✓ Sub-Group R0 will consider whether or not and how to include such optional requirements within the scope of IWVTA.

Timeline

- ✓ In the next Sub-Group R0 meeting in this September, the Sub-Group R0 will try to make decisions as the Sub-Group to the three important issues noted earlier.
- ✓ Taking those decisions into consideration, the first draft of UNR0 will be submitted to WP29 at its November session.
- ✓ Since the decisions to be made in the September Sub-Group R0 meeting could have huge consequences on each CPs from legal point of views, contributions to and participation in the next Sub-Group R0 meeting would be most welcomed.