



DG Enterprise and Industry

## Review of the 1958 Agreement and IWVTA EU objectives and perspectives

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EU-Japan Policy Seminar

### Enhancing International Harmonisation of Technical Regulations for Motor Vehicles:

Review of the UNECE 1958 Agreement: EU and Japanese Perspectives and endeavours

DG Enterprise and Industry



Automotive Industry Unit

#### Mission of the Automotive Industry Unit:

Internal Market & External Competitiveness

- Ø Internal Market: Ensuring free movement in the EU of safe and clean automotive products through type-approval legislation
  - Health & Safety: "Passive" & "Active"
  - Environment: Emissions (CO<sub>2</sub>, pollutant emissions, noise)
  - Consumer Protection: Recalls, RAPEX, market surveillance
  
- Ø External Competitiveness: Ensuring long-term viability of European Automotive Industry on the global market



EU-Japan Policy Seminar

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Review of the UNECE 1958 Agreement & IWVTA  
EU objectives and perspectives

## objectives of the 1958 Agreement review

Maintain robust & reliable international framework, ensuring sufficient level of safety & environmental protection



Make it more attractive for emerging countries

## EU perspectives (CARS21 interim report)

### 1. Turn 1958 Agreement into extended global system

Short term: reform of the 1958 Agreement

Medium to long term: global system also for countries applying self-certification, without undermining type-approval system

State of play: 50 proposed actions endorsed by WP.29 (Nov 2011)

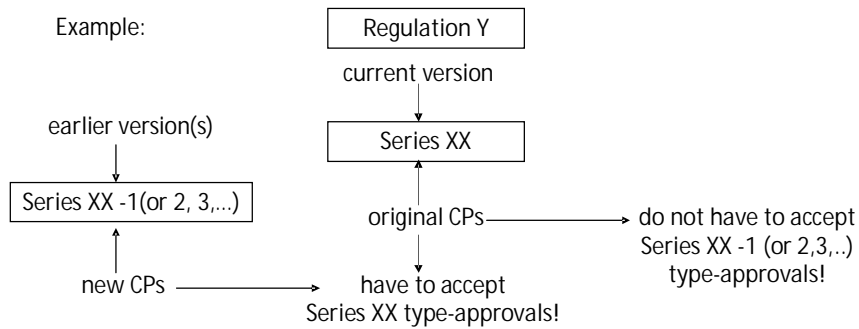
40 to confirm & strengthen type-approval system & mutual recognition,  
10 to make Agreement more attractive to emerging countries

Challenge: Lowering entry-threshold for new CPs by allowing them to apply 1958 Regulations based on earlier versions?

## EU perspectives (CARS21 interim report)

### 1. Turn 1958 Agreement into extended global system

Challenge: Lowering entry-threshold for new CPs by allowing them to apply 1958 Regulations based on earlier versions?



## EU perspectives (CARS21 interim report)

### 2. Involvement of third countries through changed governance

Short term: participation/chairing informal groups & GRs

Long to medium term: quorum for adopting and/or amending Regulations

State of play: short term objectives achieved, e.g.

China co-vice-chairing the two new working groups on electric vehicles,  
India interested to vice-chair GRPE, Korea interested to vice-chair GRSP,  
India and Korea invited to attend administrative Committee AC.2

Challenge: Quorum to be discussed in the context of the 50 proposed actions

## EU perspectives (CARS21 interim report)

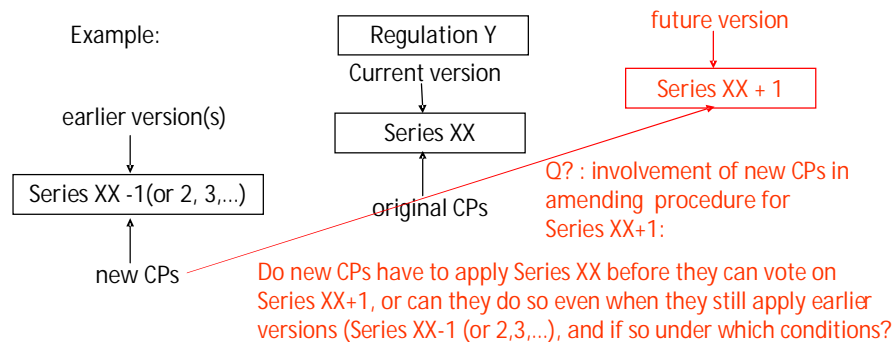
2. Involvement of third countries through changed governance  
Challenge: Quorum to be discussed in the context of the 50 proposed actions

Voting procedure for establishing new Regulation or amendment to existing Regulation

8. Consider possible changes to the criteria for establishing and adopting of new Regulations and amendments to existing Regulations.
9. Consider to enable a CP to delegate in writing its presence for the purpose of the determination of the quorum and its right to vote on its behalf to another CP or regional economic integration organization to which the CP belongs

## EU perspectives (CARS21 interim report)

2. Involvement of third countries through changed governance  
Challenge: Quorum to be discussed as one of the 50 actions





## EU perspectives (CARS21 interim report)

- Commission, Member States & industry to join efforts in promoting the 1958 Agreement, especially in countries with a developing automotive market

### State of play:

- bilateral discussions by Commission services with China and India resulting in both countries engaging in governance of WP.29
- active involvement of Commission services in Public and Private Joint Forum in Asian region (JASIC Asia Government/Industry Meetings)



## EU perspectives (CARS21 interim report)

- Introduction of IWVTA to increase attractiveness of the 1958 Agreement: to be gradual

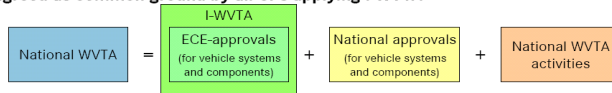
### State of play:

3 step approach envisaged

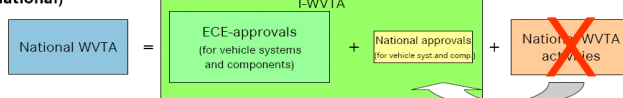


Ultimate goal:  
No national type-approval requirements and procedures!

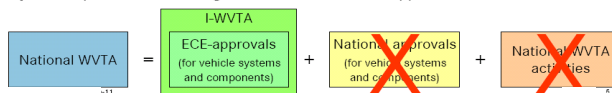
**Step 1:** IWVTA is a shell over a set of separate ECE-approvals, which is agreed as common ground by all CPs applying IWVTA



**Step 2:** IWVTA is a shell of all separate type approvals (both ECE and national)



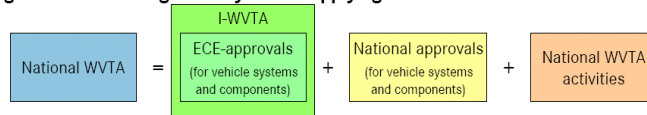
**Step 3:** Complete mutual recognition of whole vehicle approval



## EU perspectives (CARS21 interim report)

### 4. Introduction of IWVTA to increase attractiveness of the 1958 Agreement:

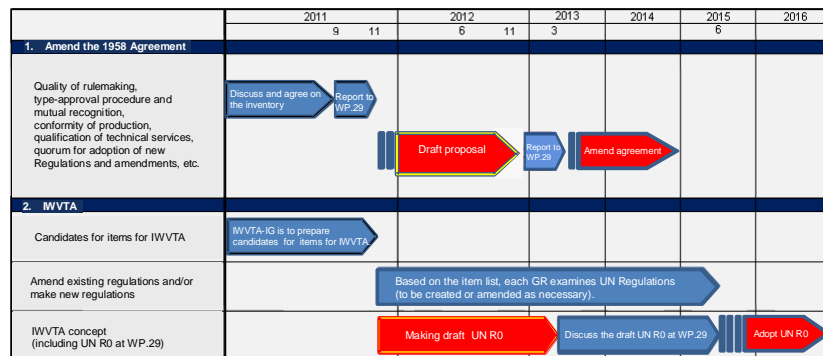
**State of play:** **Step 1: I-WVTA is a shell over a set of separate ECE-approvals, which is agreed as common ground by all CPs applying I-WVTA**



- Candidate items (Regulations) for 1st step of IWVTA identified
- Candidate items to be scrutinised by competent GRs (confirm relevance, need to split or to amend, regional alternatives?)
- Guidelines for GRs established, IWVTA Ambassadors to assist GRs in their work
- Roadmap established (both for 1985 Agreement review and IWVTA)

## EU perspectives

### Importance of achieving timely and robust results!



## Main conclusions:

- Review of the 1958 Agreement: right balance to be found maintain robust framework & attract emerging economies
- Progress on new governance in UNECE/WP.29: involvement of key 3rd countries (India, China) key
- Particular challenges to be addressed, e.g. enable new Contracting Parties to start applying UNECE Regulations based on older versions
- International whole vehicle type-approval (IWVTA): gradual approach to be followed, robustness key

## For further information:

<http://ec.europa.eu/enterprise/sectors/automotive>

Information on CARS21 process, including the review of the 1958 Agreement, and on EU motor vehicle type-approval legislation, including links to Directives, Regulations etc.

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen>

Status of UNECE proposals, working documents and the working group on the review of the 1958 Agreement and on IWVTA.

Thank you for your attention!