

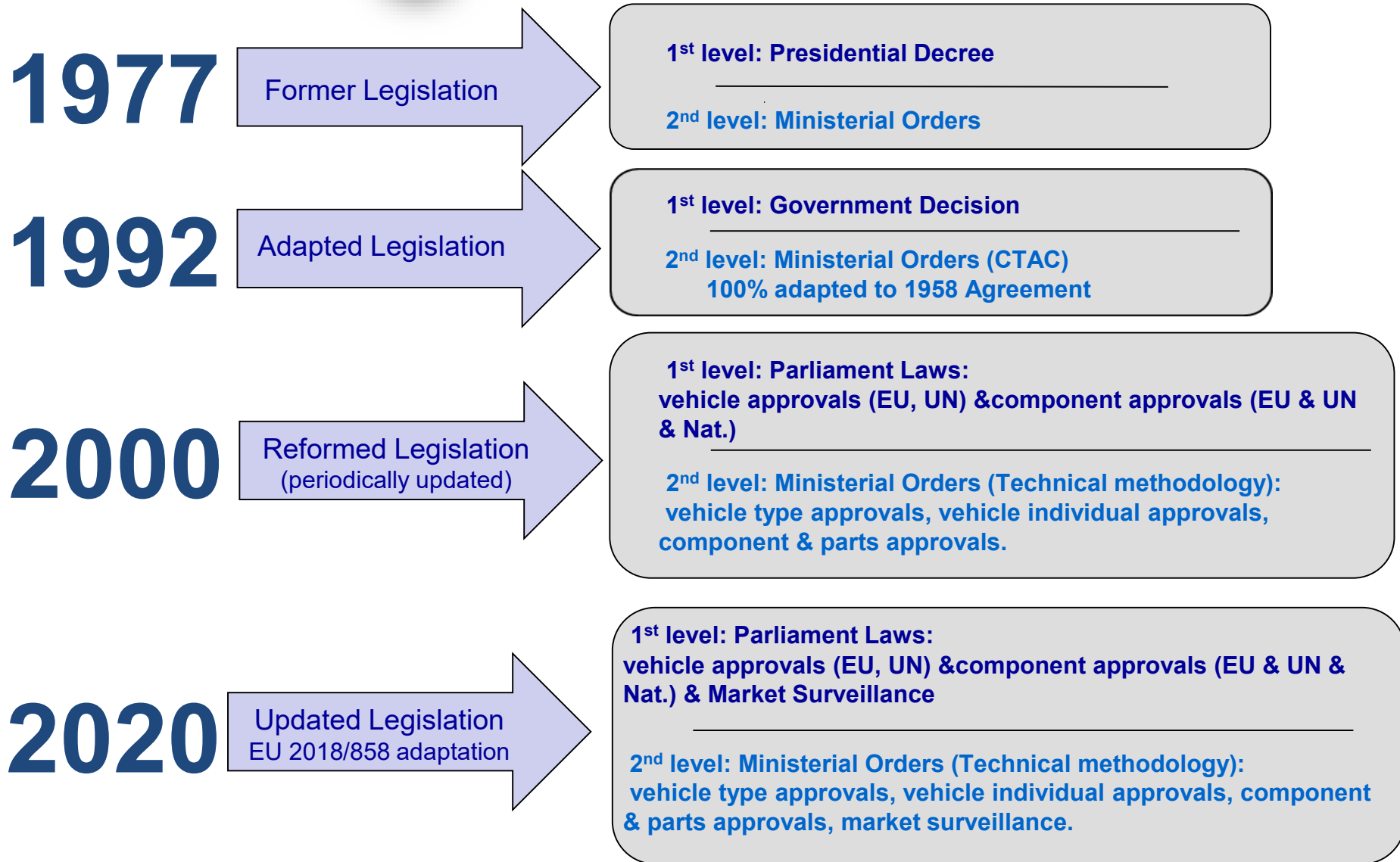
- **Challenges:** Identify the main aspects and issues for the transposition the 1958 Agreement at the national level.
- A **“Building Blocks” arrangement** is used to illustrate the general picture of the process



A. The Legal and Regulatory Framework – “The Core of the Process”

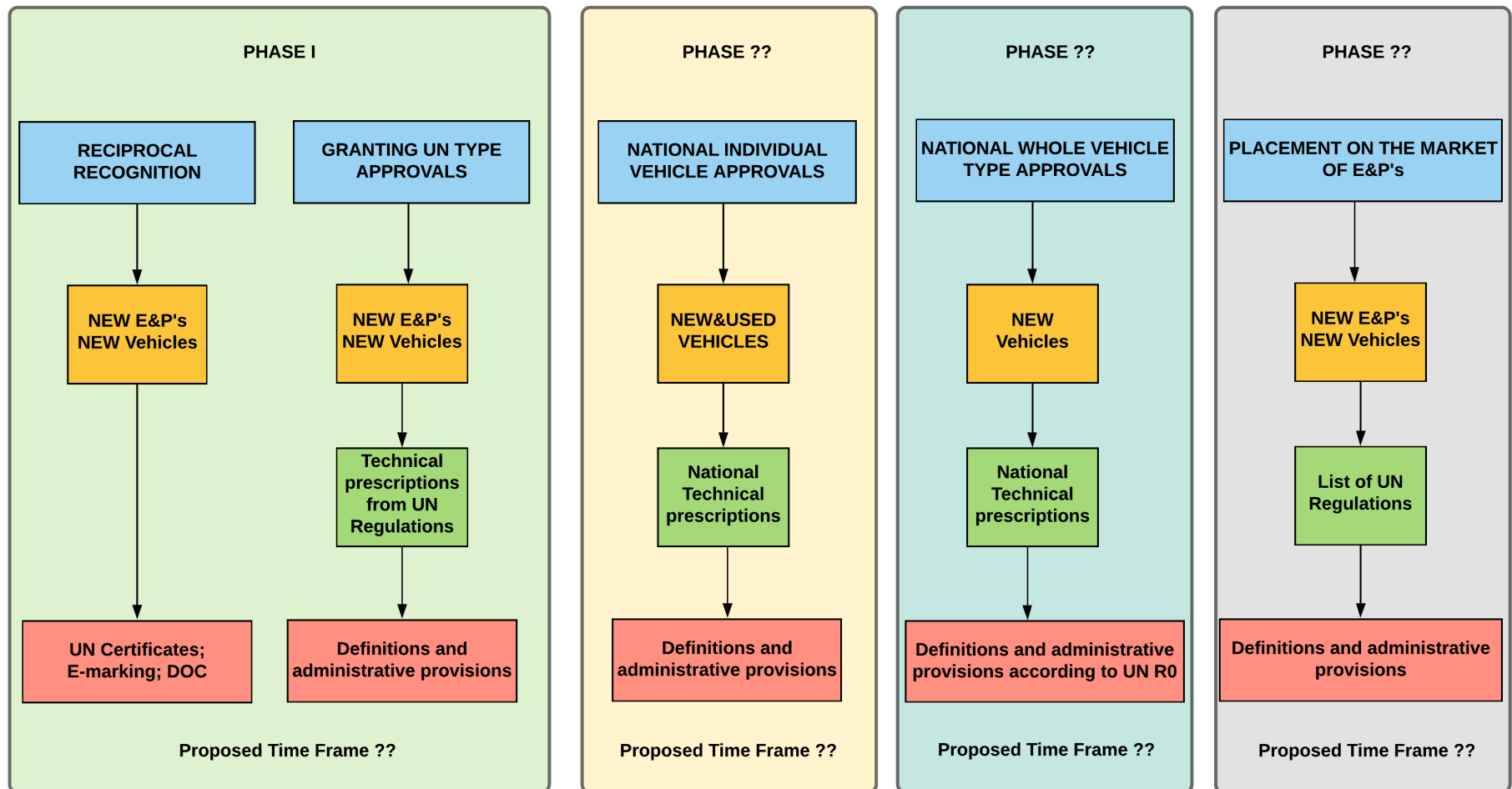
- **Must be flexible to cover the continuous changes** of the technical requirements legislation;
- **Two or three legislation levels are recommended:**
 - **First level, (Parliament Law level)**, strategical prescriptions to be included:
 - Define approval activities and the national documents issued;
 - Assure the reciprocal recognition;
 - Designate the TAA and give the rights and methods to designate the TS's;
 - Define the structure dealing with surveillance issues on the market and establishing the enforcement activities;
 - **Second and third level (Government Decision or Minister Order)**, include the UN Regulations applied, their level and the technical requirements;
 - New or used vehicle Individual approval prescriptions ;
 - National and/or UN vehicle type approval prescriptions;
 - Equipment and parts UN type approval prescriptions;
 - Other national certification procedures, if any;





B. Administrative and Institutional Aspect – “The Road Ahead”

Define the approval activities to be regulated according to the national market structure and decided time frames:



B. Administrative and Institutional Aspect – “The Road Ahead”

After defining approval activities structure and shares, the involved institutions can be organized and dimensioned:

- 1. Create** the type and the organizational structure of **the Type Approval Authority (TAA)**:
 - It must be independent in front of the stakeholders;
 - It must to be controlled and audited by the government;
 - The scheme of the approvals fees must be designed depending on the way of financing (budgetary or self financed);
 - All the activities planned must be covered in the organizational structure with specific tasks and specialists.
 - TAA can be designated also as Individual Approval Authority;
- 2. Assess the** status of the laboratories capable to be designated as **Technical Services (TS's)**:
 - Designate existing TS's already notified by other CP's;
 - Find, assess, designate and notify local or area located laboratories;
 - Create and equip laboratories belonging to the TAA organization;
- 3. Define the** structure dealing with **Surveillance and Enforcement (MSE)**:
 - Can be the a part of TAA working together with another organizations (consumer protection authority, vehicle registration authority).





Romanian Administrative & Technical Implementation Evolution

1977

Contracting Party
1958 Agreement

TAA : Ministry for Mechanical Constructions

TS : Manufacturers and national R&D centers

1993

New TAA & TS's

TAA : Ministry of Transport

**TS: Romanian Automotive Register
Manufacturers and national R&D centers**

2013

Update TAA & TS's

**TAA : Ministry of Transport -19A(a)
Romanian Automotive Register – 19A(b)**

**TS: Romanian Automotive Register (A, B, C, D)
Private testing centers and other TS (EU)**

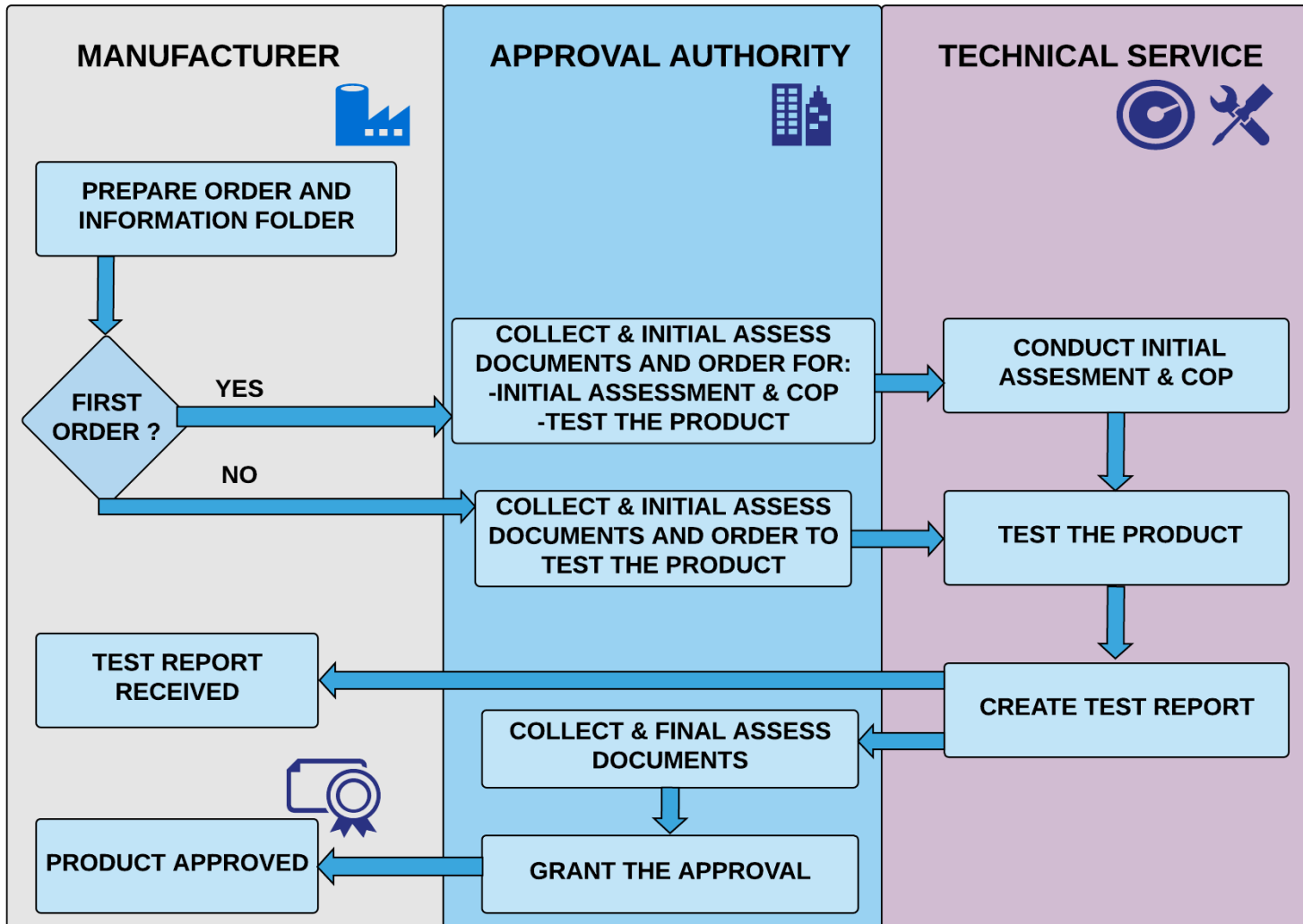
C. Procedural Aspect – “The Real Implementation”

The TAA, TS’s and MSE must apply the processes required by the UN 1958 Agreement, Rev.3:

1. **Manufacturer initial assessment & COP compliance**, according to schedule 1:
 - Manufacturers QMS and COP procedures assessment to certify the quality of manufacturer for the applicant;
2. **General type approval process**, according to Schedule 3 and with the specific UN Regulation prescriptions:
 - Assessment of the information folder, worst case selection, approval number assignment, granting certificates; informing the other CP’s;
3. **Continued COP verification arrangements**, active during the product approval lifetime, according to schedule 1:
 - Establishing risk assessment methods, (periodicity, complexity and risks), methods to assess the manufacturers tests or inspections reports, reactions and decisions in case of nonconformities discovered during inspections or claimed by other CP’s
4. **Assessment, designation and notification of the TS’s**, according to schedule 2:
 - Methods to assess the competence of a laboratory (direct audit & recognition QMS accreditation), methods for surveillance and reassessment of the TS’s, methods for TS’s notification to UN (now online through the unique focal point);

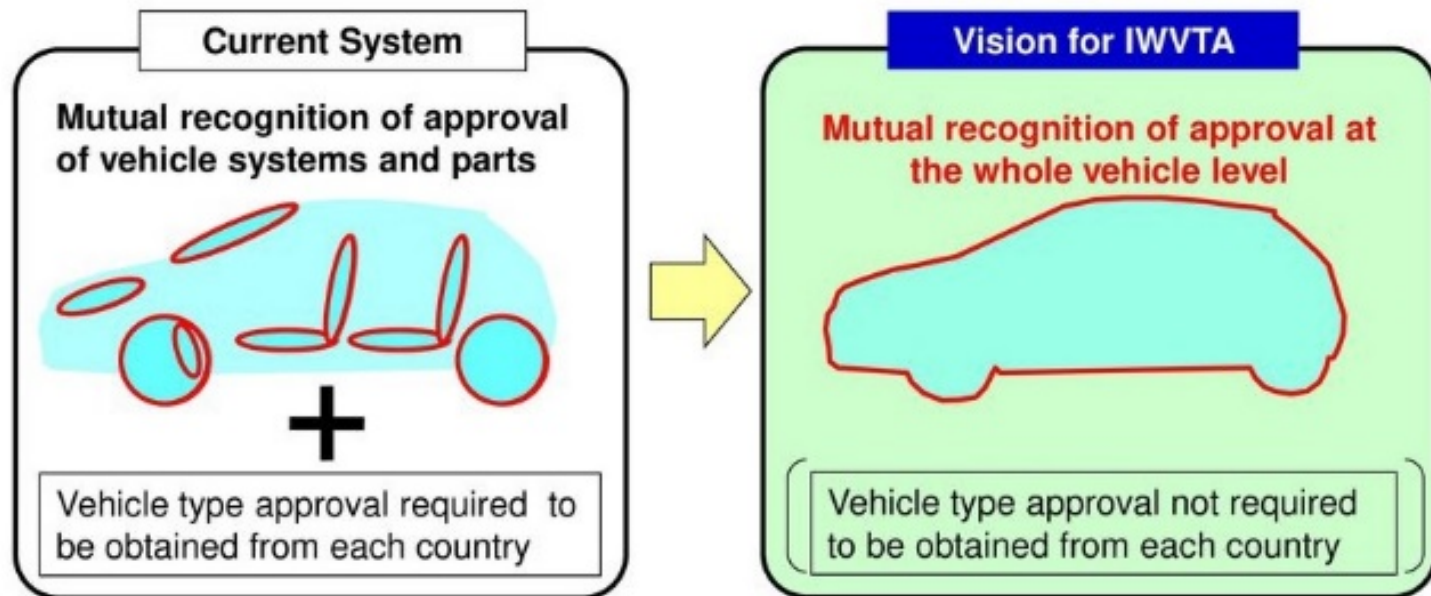
C. Procedural Aspect – “The Real Implementation” UN Type Approval process example

E₁₉



C. Procedural Aspect – “The Real Implementation” UN Whole Vehicle Type Approval Concept

UN R0 seeks to establish an internationally recognised whole vehicle type approval (IWVTA) scheme within the framework of the revised 1958 Agreement.





C. Procedural Aspect – “The Real Implementation”

National Whole Vehicle Type Approval (NWVTA) procedures according to national laws:

- All or part of the procedures applicable for the UN type approval can be deployed also for the NWVTA;
- General process for NWVTA is based on a list with separate approvals for equipment and parts according to the specific UN Regulations annexed to the 1958 Agreement (NWVTA is the final umbrella); Manufacturer must define the “Vehicle type”;
- Need to establish the levels of the UN regulations amendments required;
- Need to establish the levels of the approvals documents required for each separate UN regulation: Approval certificates, Test reports or even Manufacturer declarations;
- Need to establish the documents issued to demonstrate the conformity with the NWVTA for vehicle registration purposes;
- Need to establish the recognition level:
 - UN-IWVTA to be accepted, EU-WVTA or other Regional approvals can be accepted;



C. Procedural Aspect – “The Real Implementation”

National Individual Vehicle Approval (NIVA) procedure according to the national laws:

- No IA or COP procedures needed; Approvals are granted only for specific VIN's;
- Only checks, inspections and light tests must be performed by the specific TS and according to national law prescriptions;
- Apply to new, used or modified vehicles;
- It is recommended to perform NIVA in TS's spread all over the country;
- Need to establish the documents issued for vehicle registration purposes;
- Need to establish the recognition level: UN-IWVTA, EU-WVTA or other Regional approvals can be accepted;
- Can perform NIVA in an usual Periodical Inspection Center;





D. Technical Capability – “The Level of Knowledge”

1. Human skills:

- TAA and TS’s specialists and coordinators must have good skills in automotive and parts manufacturing and in the administrative, technical and procedural homologation issues;
- TAA and TS’s specialists must follow a continuous training process according to their tasks:
 - Auditors and inspectors for ISO 9000, ISO 17021, ISO 17020, ISO 17025;
 - Homologation coordinators for 1958 Agreement prescriptions, WP29 procedures, UN Regulations prescriptions (administrative and technical, transitional dispositions);
 - Testing engineers and inspectors for ISO 17025, ISO17020, UN Regulations prescriptions;
- TAA’s and TS’s specialists must follow the evolution of the UN Regulations, their amendments and to participate in WP29 and GR’s meetings;

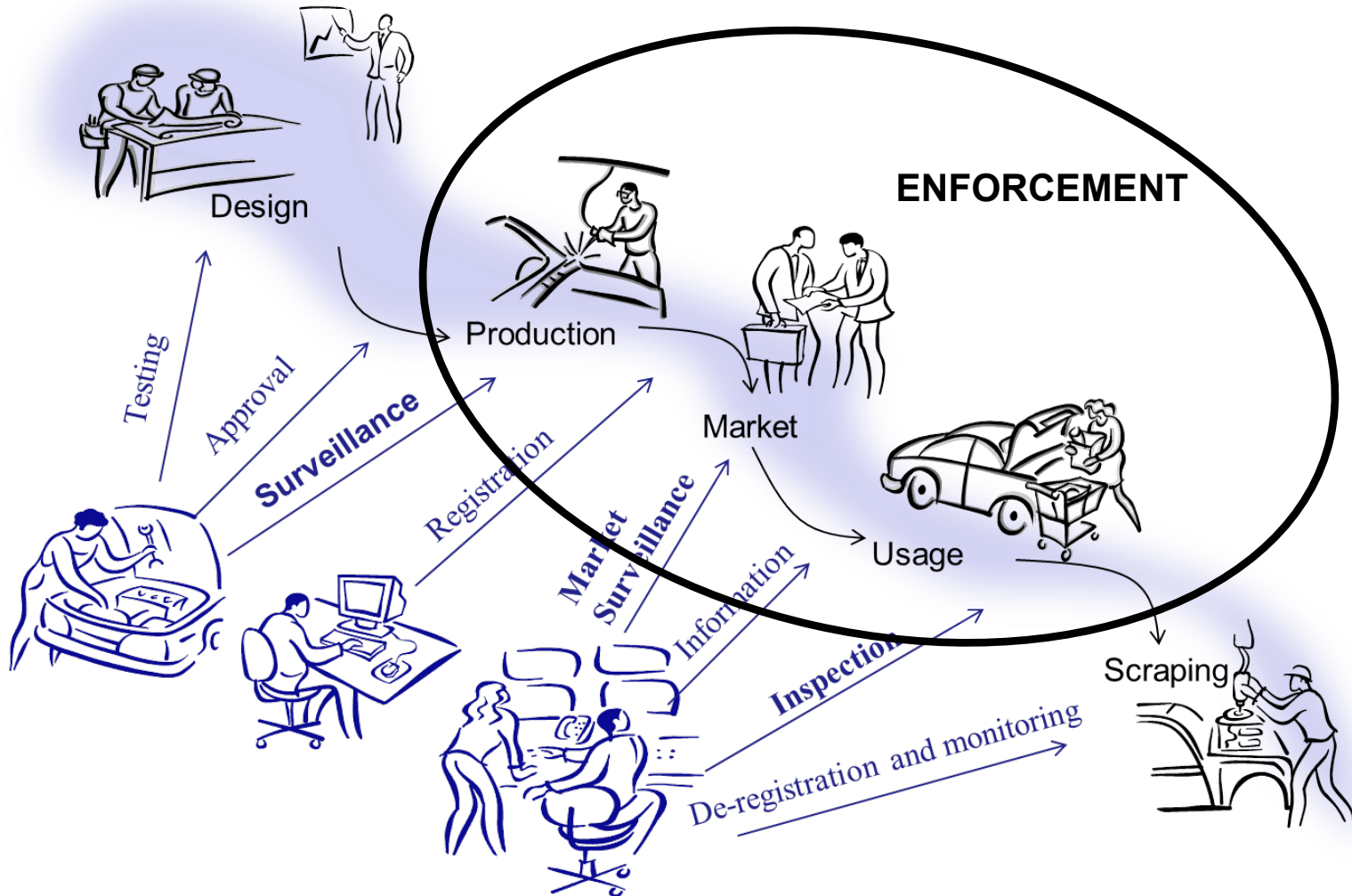
2. Testing capability :

- Need to develop a network of testing facilities;
- Technical services must have the capability to perform all tests required by UN regulations for which they are designated.;
- Find the domain for developing your own testing facilities, according to market structure:
 - Safety (general, passive, active), Environment protection (emissions, sound level).

D. Technical Capability – “The Level of Knowledge” Romanian Testing facilities examples



E. Surveillance and Enforcement – “Collecting Information to Ensure the Compliance”



Surveillance in the vehicle chain

F. Social Impact – “Happy people vs Worried people”



1. Happiness:

- Significantly increase the road safety and decrease the number of accidents, injuries and fatalities;
- Reduce the government costs for emergency interventions;
- Improve population health level through emissions control legislation;
- Organize the vehicle market on equal and sustainable bases;
- Align the local manufacturers to the international requirements;

2. Worries:

- Increase of the administrative and technical burdens for local manufacturers and importers;
- Increased final cost of vehicle, equipment and parts;
- Difficult adaptation to legal requirements can lead to some business lost.

3. Actions:

- Step by step approach is required;
- A transparent implementation is recommended;
- Guidelines explaining the approval processes are needed;
- A positive flexibility in the approval process is recommended on behalf of the TAA and TS's specialists;
- Stakeholders to be convinced that type approval is a problem of mutual trust between the authorities and the manufacturers.

Together with UNECE
on the road to safety



Thank you for your attention !