

# Implementing 1958/1998 Agreement in KOREA

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2. Implementing 1958/1998 Agreement in Self-Certification System

# 1. Self-Certification System in Korea

## ● Self-Certification System in Vehicle Regulations

**Type approval** is granted to a product that meets a minimum set of regulatory, technical and safety requirements. Generally, type approval is required before a product is allowed to be sold in a particular country, so the requirements for a given product will vary around the world.

### Self-certification system

- Government provides the vehicle safety standards to manufacturers for securing the safety of vehicles.
- Manufacturers certify themselves with their vehicles comply with the safety standards voluntarily and sell them in market without any vehicle approval from the government.
- If vehicles in market do not meet the safety standards or have a defect affecting the safety driving, the government can order the recall to the manufacturers.

Item	Type Approval	Self-Certification
Before sale	<ul style="list-style-type: none"><li>• <b>Approval before sale</b></li><li>• TAA/TS, Certification testing</li></ul>	<ul style="list-style-type: none"><li>• <b>No approval for vehicle</b></li><li>• Manufacturer voluntarily testing</li></ul>
After sale	<ul style="list-style-type: none"><li>• Conformity of Production(CoP)</li><li>• In-service conformity</li></ul>	<ul style="list-style-type: none"><li>• <b>Compliance Test, Recall if fail</b></li></ul>

# 1. Self-Certification System in Korea

## ● How to do the Self-Certification System in Korea?

### 1. Manufacturer Registration

- Manufacturer and their safety test facilities should be registered to the Ministry of Land, Infrastructure and Transport(MOLIT) in order to enforce the responsibility of follow-up services including recall to the companies conducting self certification.
- In case of imported vehicles, if the Korean representative of the foreign manufacturer is designated, the corresponding manufacturer is assumed to have the self certification capability

### 2. Self Certification Label

- When the self certification is completed by the manufacturer, the label of self-certification should be displayed in the vehicle.



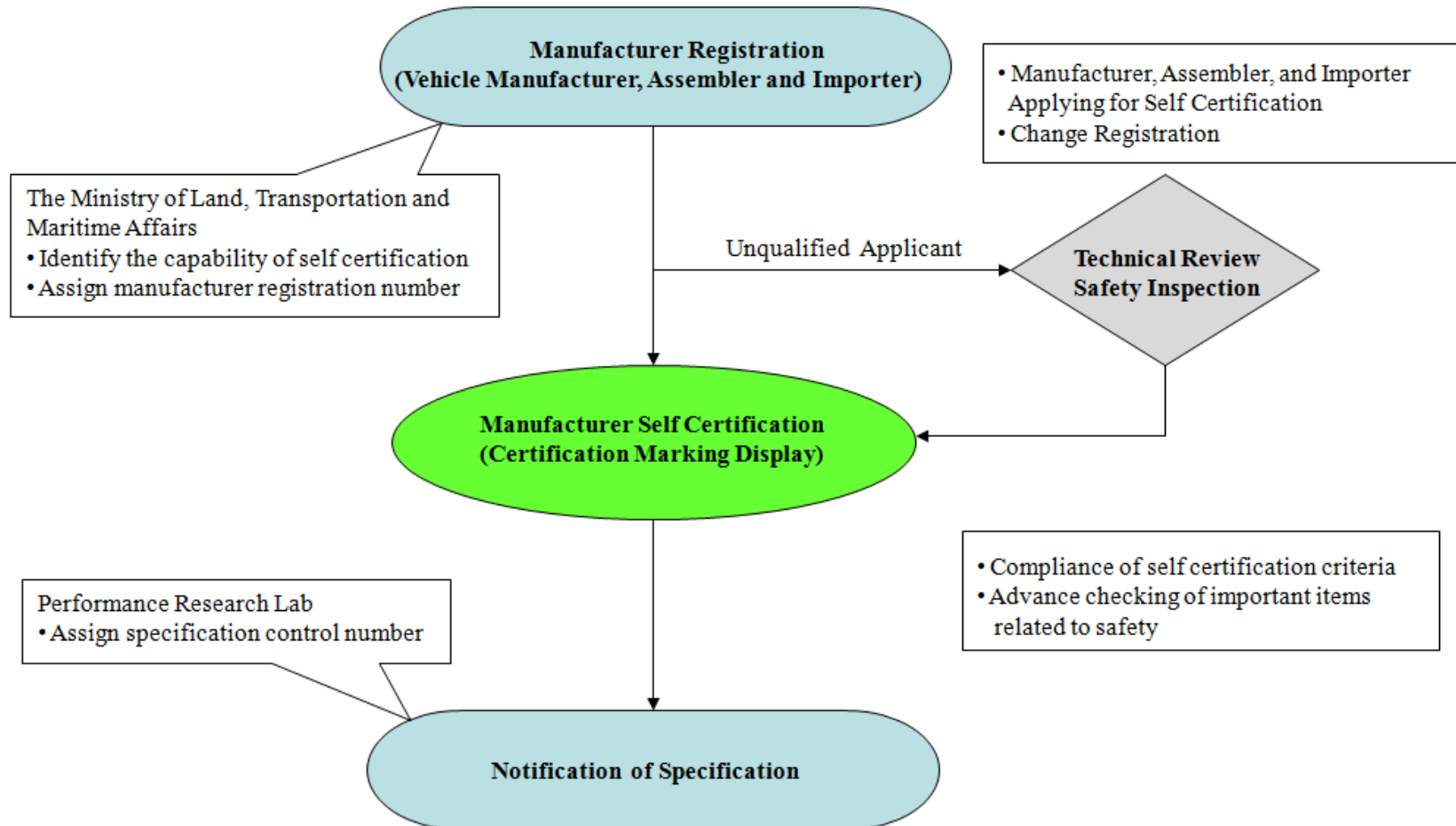
### 3. Notify the Vehicle Specification

- Upon the completion of the self certification, the vehicle specification should be notified to the Performance Test Agent(National Vehicle Management Network System).
- Then, manufacturer can get the Vehicle Specification Number which will be used for their vehicle registration through the National Vehicle Management Network System.

# 1. Self-Certification System in Korea

## ● Implementing procedure of Self-Certification System

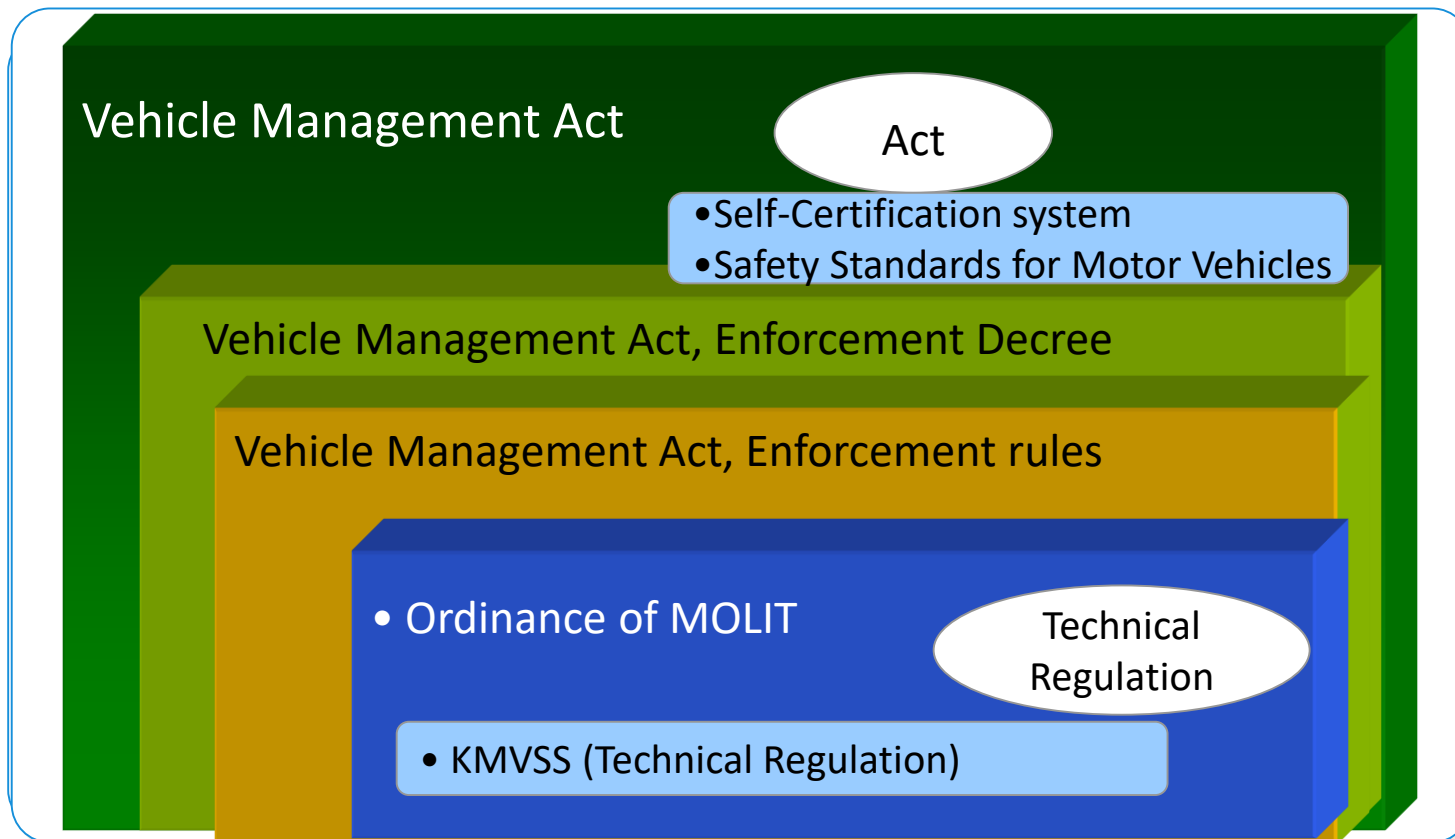
### <Procedure of Self-Certification>



# 1. Self-Certification System in Korea

## ● Motor Vehicle Management ACT

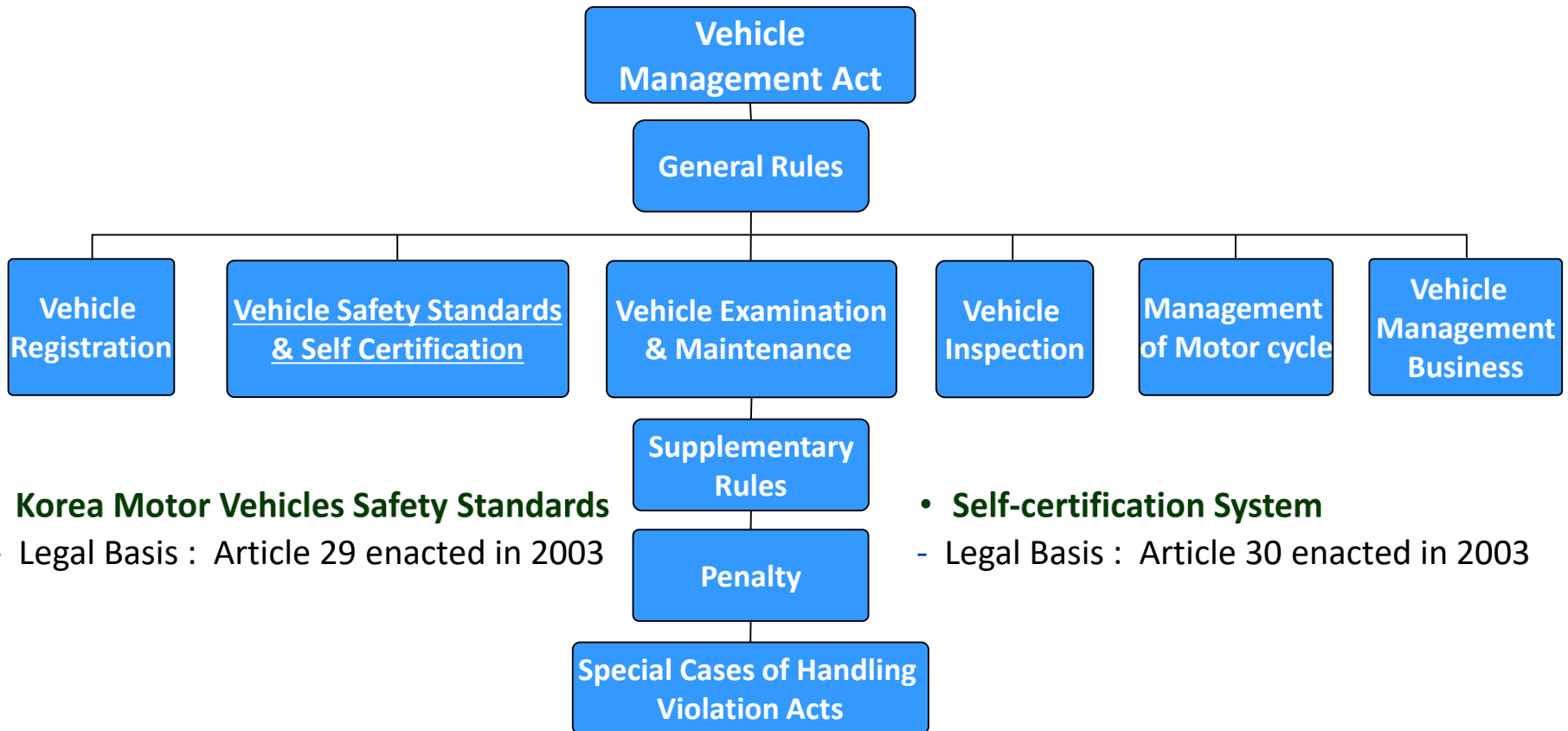
- **Purpose** : ensuring performance and safety of vehicles as well as efficient management of vehicles



# 1. Self-Certification System in Korea

## ● Motor Vehicle Management ACT

- **Motor Vehicle Management ACT** enacted in 1986
- Purpose: efficient management of vehicles & ensuring performance and safety of vehicles



- **Korea Motor Vehicles Safety Standards**
  - Legal Basis : Article 29 enacted in 2003

- **Self-certification System**
  - Legal Basis : Article 30 enacted in 2003

## ● Motor Vehicle Management ACT, Article 30 (I)

- **Article 30 (Self Authentication of Motor Vehicles)(1) A person who intends to manufacture, assemble or import** (hereinafter referred to as "manufacture, etc.") **a motor vehicle** (including the incomplete motor vehicle and the motor vehicle manufactured by phase; The same shall apply in this Article, Articles 30-2 through 30-5, 31, 31-2, 32, 32-2 and 33) **shall self-authenticate** (hereinafter referred to as "self authentication of motor vehicles") **that the model of the relevant motor vehicle meets the safety standards for motor vehicles** (in cases of an incomplete motor vehicle or a motor vehicle manufactured by phase, referring to the safety standards for motor vehicles to be applied as at the time when a manufacture, etc. concerned is finished), as determined by Ordinance of the Ministry of Land, Infrastructure and Transport. <Amended by Act No. 11690, Mar. 23, 2013; Act No. 13686, Dec. 29, 2015>
- (2) **A person who intends to make a self authentication of motor vehicles shall register facilities for the manufacture, testing, or inspection of motor vehicles, etc.** with the Minister of Land, Infrastructure and Transport, as determined by Ordinance of the Ministry of Land, Infrastructure and Transport. The same shall also apply to any modification to important matters determined by Ordinance of the Ministry of Land, Infrastructure and Transport, of the registered matters. <Amended by Act No. 11690, Mar. 23, 2013>
- (continued next page)



## ● Motor Vehicle Management ACT, Article 30 (II)

- (3) A motor vehicle manufacturer, etc. who has failed to satisfy the requirements for self authentication determined by Ordinance of the Ministry of Land, Infrastructure and Transport, such as the scale of manufacture, test facilities for safety and performance, etc., of the persons who have made a registration prescribed in paragraph (2) (hereinafter referred to as "motor vehicle manufacturer, etc."), shall perform the self-authentication of motor vehicles on the matters directly related to the safe operation of motor vehicles, which are determined by Ordinance of the Ministry of Land, Infrastructure and Transport, by undergoing technology review and safety inspections from the performance test agent: Provided, That the motor vehicle manufacturer, etc. who is equipped with test facilities for safety among the requirements for self authentication capabilities may directly conduct a safety inspection, as prescribed by Ordinance of the Ministry of Land, Infrastructure and Transport. <Amended by Act No. 10721, May 24, 2011; Act No. 11690, Mar. 23, 2013>
- (4) **Where a motor vehicle manufacturer, etc. has performed the self authentication of motor vehicles prescribed in paragraph (1) or (3), he or she shall notify the dimension of the motor vehicle to the performance test agent, and put the mark of self authentication of motor vehicles on the relevant motor vehicle, as determined by Ordinance of the Ministry of Land, Infrastructure and Transport.** <Amended by Act No. 11690, Mar. 23, 2013>
- Source : National Law Information Center : <http://www.law.go.kr>

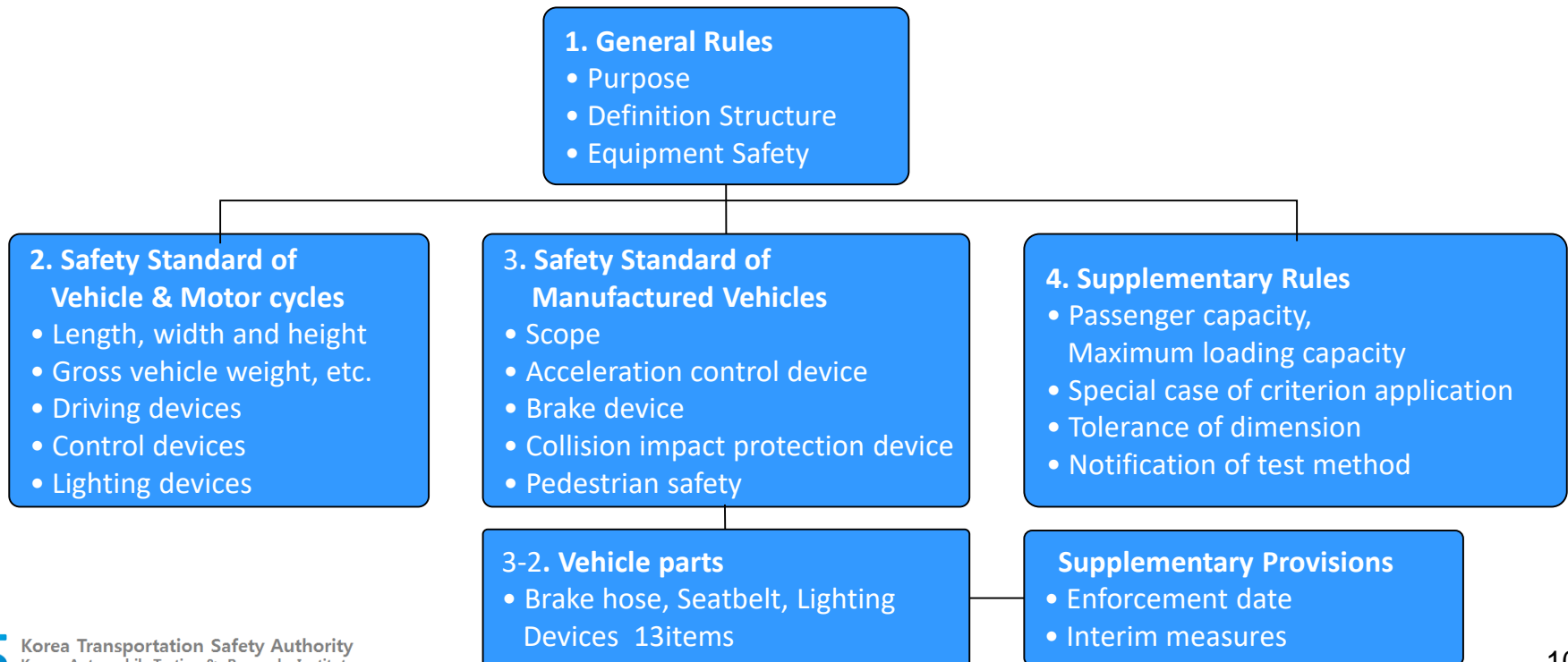
# 1. Self-Certification System in Korea

## ● Motor Vehicle Management ACT, Article 29

- Article 29 (Structure and Devices of Motor Vehicles)(1) If the structure and devices of a motor vehicle as prescribed by Presidential Decree fail to meet the performance requirements and standards required for safe operation (hereinafter referred to as "**safety standards for motor vehicles**"), the motor vehicle shall not be operated.

## ● Korea Motor Vehicle Safety Standards

- No. 465 Ordinance of the Ministry of Land, Infrastructure and Transport

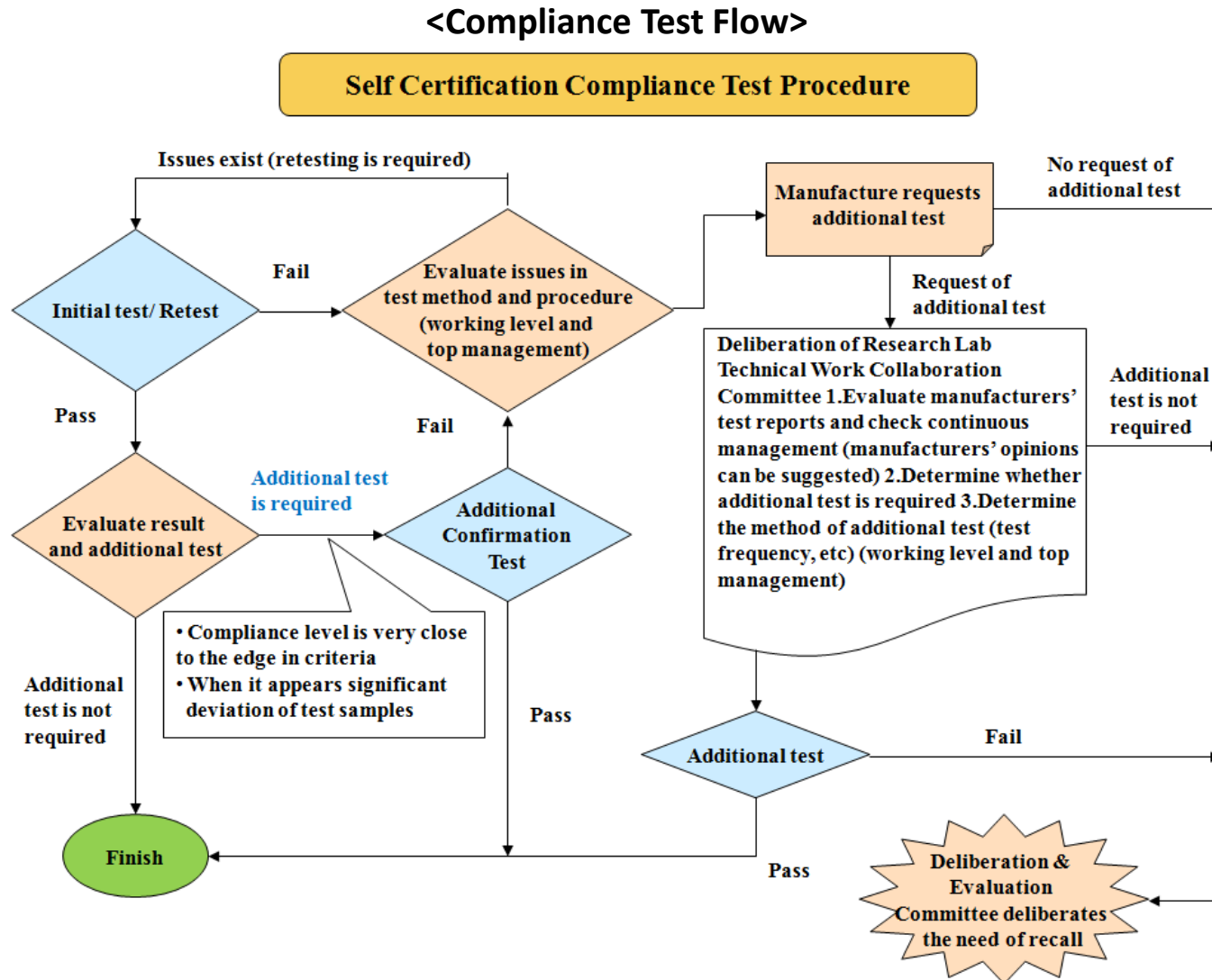


## ● Compliance Test for Self-Certification System

- **Motor Vehicle Management ACT, Article 30-3, (2)** In order to confirm whether a motor vehicle manufacturer, etc. or part manufacturer, etc. falls under any of the subparagraphs of paragraph (1), **the Minister of Land, Infrastructure and Transport may have a performance test agent conduct the investigation of such fact.** In such cases, the Minister of Land, Infrastructure and Transport shall subsidize the expenses incurred in such investigation.
- **Scope of Investigation**
  - ✓ Whether self certification procedure or violate (False or other improper methods)
  - ✓ Whether Motor vehicles in compliance with the safety standards or not
  - ✓ Whether Vehicle manufactured was sold in proper way from the self certification or not
  - ✓ Whether there was a violation in the execution of recall order, etc.
- **Investigation Method**
  - ✓ MOLIT establishes an annual plan including the target vehicle types and test items and orders the investigation(Compliance Test) to KATRI.
  - ✓ KATRI establishes the investigation plan and reports the details to the MOLIT.
  - ✓ KATRI conducts the investigation results to the MOLIT after the Compliance Test.
  - ✓ When the manufacturer voluntarily accepts the defects and reports the recall plan, MOLIT finishes the investigation.
  - ✓ When the result of the investigation shows incompliance to KMVSS, Penalty will be imposed, and recall will be ordered from MOLIT

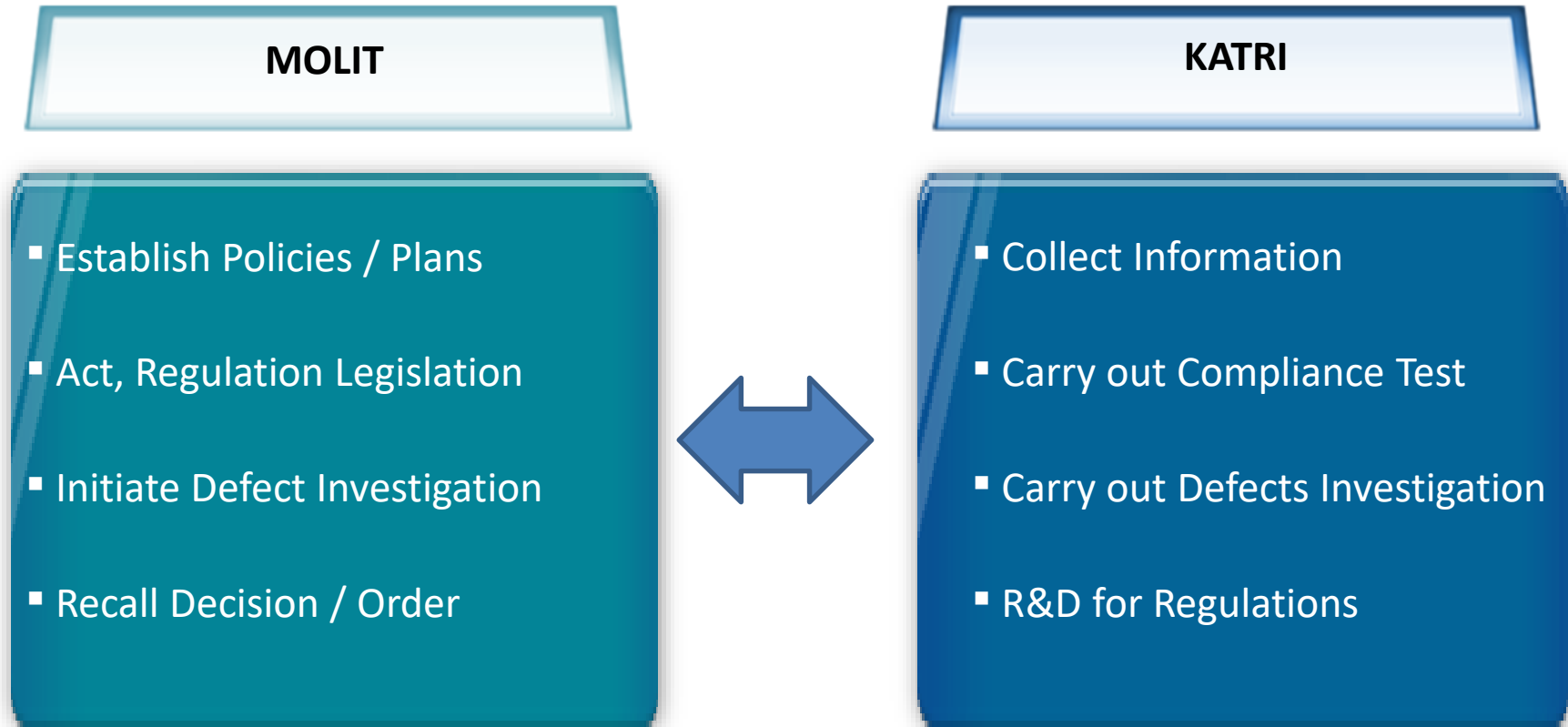
# 1. Self-Certification System in Korea

## ● Compliance Test Investigation Procedure



# 1. Self-Certification System in Korea

## ● Function & Roles of MOLIT and KATRI



\* MOLIT : Ministry of Land and Infrastructure, Transport

\* KATRI : Korea Automobile Testing & Research Institute

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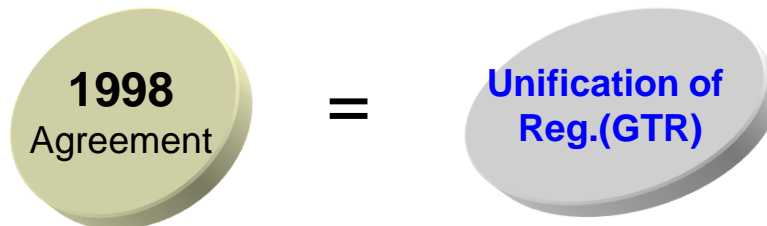
## ● Status of the Korean accessions on Agreements(UN/ECE/WP.29)

### ● 1958 Agreement (UN Regulation)



- Accession Date : 2004.12.31
- Contracting Parties : 56 Countries or more
- UN Regulations : 147 items or more

### ● 1998 Agreement (UN GTR : UN Global Technical Regulations)



- Accession Date : 2001.1.1
- Contracting Parties : 38 Countries or more
- UN Regulations : 20 items or more

## ● Implementing 1958 Agreement in Self-Certification System

### ❑ <1958 Agreement, Article 1, Paragraph 2>

- 2. The Administrative Committee shall be composed of all the Contracting Parties in accordance with the rules of procedure set out in the Appendix. (...)
- The UN Regulation shall cover the following:
  - a. Wheeled vehicles, equipment or parts concerned;
  - b. Technical requirements, which shall be performance oriented wherever appropriate and not design-restrictive, that give objective consideration to available technologies, costs and benefits as appropriate, and may include alternatives;
  - c. Test methods by which any performance requirements are to be demonstrated;
  - d. Conditions for granting type approval and their reciprocal recognition including administrative provisions, any approval markings and conditions for ensuring conformity of production;
  - e. The date(s) on which the UN Regulation enters into force, including the date when Contracting Parties applying it can issue approvals pursuant to that UN Regulation, and the date from which they shall accept approvals (if different);
  - f. An information document to be provided by the manufacturer.



## ● Implementing 1998 Agreement

### □ <1998 Agreement, Article 4>

- ARTICLE 4
- CRITERIA FOR TECHNICAL REGULATIONS
- 4.1.2. contain requirements that:
  - 4.1.2.1. provide for high levels of safety, environmental protection, energy efficiency or anti-theft performance; and
  - 4.1.2.2. wherever appropriate, are expressed in terms of performance instead of design characteristics.
- 4.1.3. include:
  - 4.1.3.1. the test method by which compliance with the regulation is to be demonstrated;
  - 4.1.3.2. for regulations to be listed under Article 5, where appropriate, a clear description of approval or certification markings and/or labels requisite for type approval and conformity of production or for manufacturer self-certification requirements; and

## ● Status of Harmonization with UN Regulations in KMVSS

### ➤ Summary of Harmonized Regulations in KOREA (2006 ~ 2015)

- 65 UN regulations and 13 UN GTRs were introduced into KMVSS capability

Year	UN Regulation	UN GTR
2006	R13H : Passenger vehicle brake R19 : Front fog lamp	GTR No. 1 : Door locks & retention
2008	R14 : Safety belt anchorages R53 : Motorcycle installation R57 : Motorcycle headlamp R107 : Safety Inclination angle R39 : Speedometer R95 : Side Collision R123 : Semi-AFS	GTR No. 3 : Motorcycle brake GTR No. 9 : Pedestrian safety
2009	R48 : Hazard warning signal R73 : Lateral Protection	-
2010	R6 : Side direction indicator R10 : EMC R13 : Spring brake R46 : Rear view mirror R79 : Steering effort R87 : DRL R112 : Asymmetric headlamps R123 : Full AFS R125 : Field of Vision	GTR No. 6 : Safety glazing GTR No. 7 : Head restraint GTR No. 8 : ESC
2011	R64 : TPMS R85 : Engine and Net power R42 : Bumper R91 : Side marker Lamp	-

Year	UN Regulation	UN GTR
2012	R1,2,8,20,72,112,113 : Headlamps for motorcycle R53 : Light & Lighting devices for motorcycle R13 : Brake Assist System(BAS) R107 : Minimum Turning Radius	- GTR No. 4 : WHDC
2014	R30, 54 : Pneumatic Tyre R100 : Electric power train R73 : Lateral protection R58 : Rear under-run protection R55 : Coupling components R21 : Power-operation of Windows R119 : Cornering lamps R.7 : Front & rear position lamps, Stop-lamps, End-outline Marker Lamps R3 : Retro-reflecting devices R4 : Rear registration plate lamps R23 : Reversing lamps R70 : Rear marking plates	GTR No. 5 : ODB GTR No. 13 : The hydrogen and Fuel cell vehicles
2015	-	GTR No. 11 : Engine emissions for Non-Road Machinery

## ● Status of Harmonization with UN Regulations in KMVSS

### ➤ Summary of Harmonized Regulations in KOREA (2017 ~ 2019)

- 65 UN regulations and 13 UN GTRs were introduced into KMVSS capability

Year	UN Regulation	UN GTR
2017	<p><b>R18</b> : Protection against unauthorized use</p> <p><b>R27</b> : Advance warning triangles</p> <p><b>R36</b> : Construction of public service vehicles(space for fire extinguisher)</p> <p><b>R66</b> : Strength of the superstructure of large passenger vehicles</p> <p><b>R69</b> : Rear marking plates for slow moving vehicles</p> <p><b>R75</b> : Pneumatic tyres(moped, motorcycle)</p> <p><b>R81</b> : Rear-view mirrors(motorcycle)</p> <p><b>R 90</b> : Replacement brake lining assemblies</p> <p><b>R121</b> : Identification of controls &amp; tell-tales</p> <p><b>R124</b> : Passenger car wheel</p> <p><b>R127</b> : Pedestrian Safety Performance</p> <p><b>R130</b> : Lane departure warning system</p> <p><b>R131</b> : Advanced Emergency Braking System(AEBS)</p> <p><b>R139</b> : Brake Assist Systems</p> <p><b>R140</b> :Electronic Stability Control</p> <p><b>R141</b> : Tyre Pressure Monitoring System</p>	<p><b>GTR No. 2</b> : Motorcycle emission</p> <p><b>GTR No. 17</b> : Crankcase &amp; evaporative emissions of L-category vehicles</p> <p><b>GTR No. 18</b> : On-Board Diagnostic (OBD) systems for L-category vehicles</p>

Year	UN Regulation	UN GTR
2018	<p><b>R77</b> : Parking Lamps</p> <p><b>R138</b> : Quiet Road Transport Vehicle(QRTV)</p> <p><b>R79</b> : Steering equipment(RCP and ACSF)</p> <p><b>R94</b> : Frontal collision protection</p> <p><b>R137</b> : Frontal impact with focus on restraint systems</p> <p><b>R.95</b> : Lateral collision protection</p> <p><b>R135</b>: Pole side Impact</p>	<b>GTR No. 3</b> : AEBS for Motorcycle
2019	<p><b>R79</b> : Steering equipment(ACSF, CSF)</p> <p><b>R78</b> : Braking category L vehicle (ABS)</p> <p><b>R125</b> : Forward field of vision of drivers</p> <p><b>R94</b> : Frontal collision protection</p> <p><b>R10</b> : Electromagnetic compatibility</p>	

## ● Main activities in WP.29

- Participation in WP.29 plenary meetings & 6 GRs
  - \* Vice Chair of GRSP since 2014
- Participation in 17 Informal Working Groups (as of Oct. '19)



### Chair & Vice-chair

- **Chairmanship**
  - (GRSG) **Panoramic Sunroof Glazing IWG**
  - (GRSP) **UN GTR No.9 Phase 2** : Deployable Pedestrian Protection System
- **Vice-Chairmanship**
  - (GRPE) **Vehicle Interior Air Quality (VIAQ)**
  - (GRSP) **UN GTR No.13(HFCV) Phase 2**
- **TF Leader**
  - (GRSP) **UN GTR No.13(HFCV) Phase 2**



### AV & Others

- **Autonomous Vehicle**
  - Automatically Commanded Steering Functions
  - Cyber Security & OTA
  - VMAD (Validation Method For AD)
  - AEBs for passenger vehicle
- **Other Informal Working Groups**
  - Electric Vehicle Safety(EVS)
  - Electric Vehicle and Environment(EVE)
  - Simplifications of the Lighting and Lighting Signaling Regulations(SLR)
  - Visibility, Glare and Levelling
  - WLTP Phase 2
  - GTR No.7 Phase 2 (Head restraint System)
  - EPPR IWG, GTR No.16 (Tires) Phase 2

## ● Korea & EU Free Trade Agreement (FTA)

- ANNEX 2-C
- MOTOR VEHICLES AND PARTS
- ARTICLE 2: REGULATORY CONVERGENCE
  1. The Parties recognise that the World Forum for Harmonisation of Vehicle Regulations (hereinafter referred to as the “WP.29”), within the framework of the **United Nations Economic Commission for Europe (hereinafter referred to as the “UN ECE”)**, is the relevant international standard-setting body for the products covered by this Annex.
  2. **The Parties agree to participate actively in the development of regulations in WP.29 and shall cooperate for the adoption, without undue delay, of new regulations by WP.29.**
- ARTICLE 3: MARKET ACCESS
- Each Party shall allow on its market the products originating in the other Party, in accordance with this Article:
  - (a) (i) the competent approval authorities in the European Union shall accept for the purpose of EU type-approval any product that complies with the requirements listed in Table 1 of Appendix 2-C-2 as complying with the corresponding provisions of the applicable EU technical regulations<sup>1</sup>;
  - (ii) Korea shall accept any product that complies with the requirements listed in Table 1 of Appendix 2-C-3 as complying with the corresponding provisions of the applicable Korean technical regulations<sup>1</sup>;

## ● FTA, UNECE Regulation Corresponding Korea Technical Regulations (I)

### APPENDIX 2-C-3

**Table 1**  
List referred to in Article 3(a)(ii) of Annex 2-C

Subject		Requirements	Corresponding Korean Technical Regulations
Occupant crash protection	Frontal	UNECE Reg. 94	KMVSS <sup>1</sup> Article 102
	Side	UNECE Reg. 95	KMVSS Article 102
Steering control rearward displacement		UNECE Reg. 12	KMVSS Article 89 paragraph 1 Item 2
Impact protection for the driver from the steering control system		UNECE Reg. 12	KMVSS Article 89 paragraph 1 Item 1
Seating systems		UNECE Reg. 17	KMVSS Article 97
Head restraints		UNECE Reg. 17, UNECE Reg. 25, GTR 7	KMVSS Articles 26, 99
Door locks and door retention components		UNECE Reg. 11, GTR 1	KMVSS Article 104 Paragraph 2
Instrument panel impact		UNECE Reg. 21	KMVSS Article 88
Seat back impact		UNECE Reg. 21	KMVSS Article 98
Armrest impact		UNECE Reg. 21	KMVSS Article 100
Sun visor impact		UNECE Reg. 21	KMVSS Article 101
Inside rear view mirror impact		UNECE Reg. 46	KMVSS Article 108
Towing hook		77/389/EEC	KMVSS Article 20 Items 1, 2, 4
Rear under-run protection		UNECE Reg. 58	KMVSS Article 19 Paragraph 4 and Article 96

Subject		Requirements	Corresponding Korean Technical Regulations
Lighting and signalling system	Installation	UNECE Reg. 48	KMVSS Articles 38, 39, 40, 41, 42, 43, 44, 45 and 47
	Head lamp	UNECE Reg. 1, 2, 5, 8, 20, 31, 37, UNECE Reg. 98, 99, 112, 113, 123	KMVSS Article 38, Article 48 Paragraph 3, Article 106 Item 1
	Front fog lamp	UNECE Reg. 19	KMVSS Article 38-2 Paragraph 1, Article 106 Item 2
	Backup lamp	UNECE Reg. 23	KMVSS Article 39, Article 106 Item 3
	Clearance lamp	UNECE Reg. 7	KMVSS Article 40, Article 106 Item 4
	Registration plate lamp	UNECE Reg. 4	KMVSS Article 41, Article 106 Item 5
	Tail lamp	UNECE Reg. 7	KMVSS Article 42, Article 106 Item 6
	Stop lamp	UNECE Reg. 7	KMVSS Article 43 Paragraph 1, Article 106 Item 7
	Centre high mounted stop lamp	UNECE Reg. 7	KMVSS Article 43 Paragraphs 2, 3, Article 106 Item 8
	Turn signal	UNECE Reg. 6	KMVSS Article 44, Article 106 Item 9
	Auxiliary turn signal	UNECE Reg. 7	KMVSS Article 44, Article 106 Item 10
	Rear fog lamp	UNECE Reg. 38	KMVSS Article 38-2 Paragraph 2, Article 106 Item 2
	Retro-reflection devices	UNECE Reg. 70, UNECE Reg. 3	KMVSS Article 49 paragraphs 1, 2, Article 107



## ● FTA, UNECE Regulation Corresponding Korea Technical Regulations (II)

Subject		Requirements	Corresponding Korean Technical Regulations
Driver's visibility		UNECE Reg. 46	KMVSS Article 50 Article 94
Engine power		UNECE Reg. 85	KMVSS Article 11 Paragraph 1 Item 2, Article 111
Device for securing driver's visibility	Windshield wiping system	78/318/ EEC	KMVSS Article 51 Paragraph 2, Article 109 Item 1
	Defrosting system	78/317/ EEC	KMVSS Article 109 Item 2
	Defogging system	78/317/ EEC	KMVSS Article 109 Item 3
	Windshield washing system	78/318/ EEC	KMVSS Article 109 Item 4
Passenger car brake		UNECE Reg. 13H	KMVSS Article 15, Article 90 Item 1
Brake system except passenger car and trailer		UNECE Reg. 13	KMVSS Article 15, Article 90 Item 2
Trailer brake system		UNECE Reg. 13	KMVSS Article 15, Article 90 Item 3
Anti-lock brake system, except trailer		UNECE Reg. 13	KMVSS Article 15, Article 90 Item 4
Trailer anti-lock brake system		UNECE Reg. 13	KMVSS Article 15, Article 90 Item 5
Steering effort		UNECE Reg. 79	KMVSS Article 14, Article 89 paragraph 2
Speed limiter		UNECE Reg. 89	KMVSS Article 110-2
Speedometer		UNECE Reg. 39	KMVSS Article 110
Electro-magnetic compatibility		UNECE Reg. 10	KMVSS Article 111-2
Fuel leakage in collision		UNECE Reg. 34, UNECE Reg. 94, UNECE Reg. 95	KMVSS Article 91
Bumper impact		UNECE Reg. 42	KMVSS Article 93
Seat belt assembly anchorages		UNECE Reg. 14, UNECE Reg. 16	KMVSS Article 27 Paragraphs 1, 2, 3, 4, 5; Article 103 Paragraphs 1, 2, 3
Child seat anchorage		UNECE Reg. 14	KMVSS Article 27-2, Article 103-2

Subject		Requirements	Corresponding Korean Technical Regulations
Horn noise, stationary noise and silencer for vehicles (4 wheels)		UNECE Reg. 28 UNECE Reg. 51	KMVSS Articles 35, 53, NVCA Article 30 and its Ordinance of MOE Article 29
Emission and noise (except the passer-by noise of 3 or 4 wheels) for motor cycles		UNECE Reg. 40, UNECE Reg. 41, UNECE Reg. 47 Directives 2002/51/EC, 2003/77/EC, 97/24/EC Chapters 5 and 9	CACA Article 46 and its Ordinance of MOE Article 62, NVCA Article 30 and its Ordinance of MOE Article 29
Emission Diesel (incl. OBD)	Below 3.5t vehicle	UNECE Reg. 83, UNECE Reg. 24 Regulation (EC) 692/2008	CACA Article 46 and its Ordinance of MOE Article 62
	Over 3.5t vehicle	UNECE Reg. 49 Regulation (EC) 692/2008	
Tyres		UNECE Reg. 30, 54, 75, 106, 117, 108, 109	Quality management Safety and Control of Industrial Products Act (QMSCIPA) (Articles. 19, 20, 21); Enforcement Rules of QMSCIPA Article 2 paragraph 2, Article 19.



# **Thank you for your attention**

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