



# **NATIONAL REGULATOR FOR COMPULSORY SPECIFICATIONS (NRCS)**

**A GOVERNMENT ENTITY OF THE DEPARTMENT OF TRADE  
INDUSTRY AND COMPETITION**

**ACTIVITIES RELATED TO THE IMPROVEMENT OF ROAD SAFETY STANDARDS IN SOUTH AFRICA**

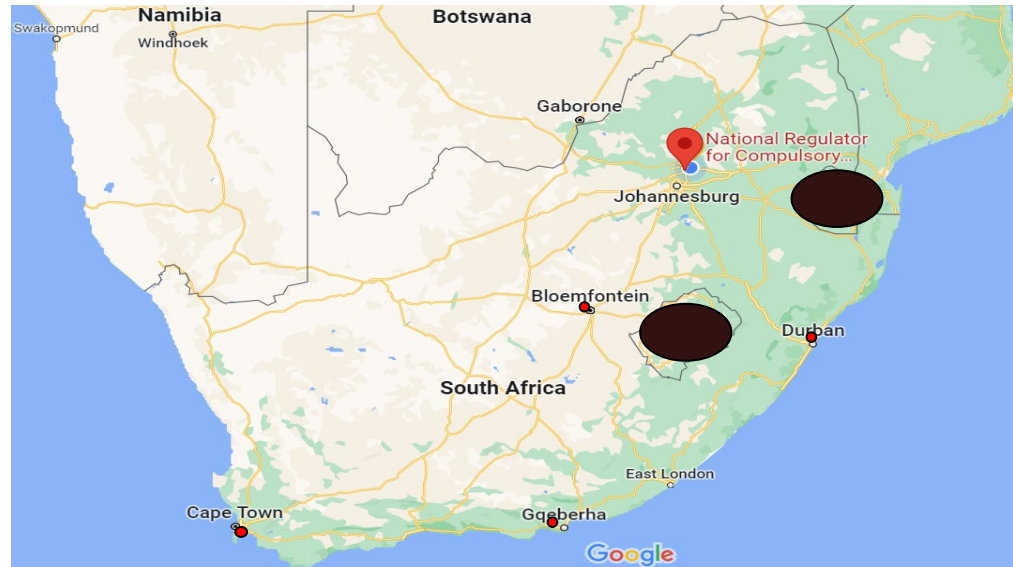
**190<sup>th</sup> Session of WP.29 - June 2023**

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# CONTENTS

- **INTRODUCTION**
- **NRCS MISSION**
- **OBJECTIVES OF THE NRCS**
- **STATUS OF COMPULSORY SPECIFICATIONS**
- **WHOLE VEHICLE HOMOLOGATION/APPROVAL**
- **AUTOMOTIVE COMPONENTS/APPROVAL**
- **NRCS TEST FACILITY (TECHNICAL FACILITY) REQUIREMENTS**
- **CURRENT CHALLENGES**
- **QUESTIONS AND ANSWERS AND THE END**

# INTRODUCTION



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# NRCS MISSION

➤ NRCS MISSION STATEMENT:

***“TO DEVELOP COMPULSORY SPECIFICATIONS AND TECHNICAL REGULATIONS TO MAXIMISE COMPLIANCE OF REGULATED PRODUCTS AND SERVICES”***

# OBJECTIVES OF NRCS

- **MAKE RECOMMENDATIONS TO THE MINISTER OF TRADE AND INDUSTRY WITH REGARD TO COMPULSORY SPECIFICATIONS (VC) ALSO REFERRED TO AS TECHNICAL REGULATIONS (TR)**
  - The process developed in terms of the NRCS Regulations covers new Developments, Amendments, and or Withdrawals of Compulsory Specifications and or Technical Regulations
  - Although the Government is the key driver of the process, any member of the public can also request the development of Compulsory requirements.
  - An approved VC is a government gazette that mandates compliance with the identified requirements of a South African National Standard (SANS) or any other international standard or technical regulation
  
- **ADMINISTRATION AND MAINTENANCE OF COMPULSORY SPECIFICATIONS**
  - NRCS is the Custodian of the Compulsory Specifications
  - South African Bureau of Standards (SABS) is the custodian of National Standards (These standards are not a legal requirement)
  - Review of compulsory specifications – Need to upgrade
  - Implement the process of new development and or review or amendment with a final recommendation to the Minister of Trade Industry and Competition
  - All the above activities are defined and follow a process of intense stakeholder engagement

# OBJECTIVES OF NRCS

## ➤ APPROVALS, MARKET SURVEILLANCE AND SANCTIONING ACTIVITIES TO ENSURE COMPLIANCE WITH COMPULSORY SPECIFICATIONS

- Product Approval activities
- Market Surveillance Inspection Activities
- Sampling and testing
- Enforcement Activities on non-compliances

## ➤ INTEGRATED ACTIVITIES WITH THE DEPARTMENT OF TRANSPORT

- Appointed as an inspectorate of vehicle manufacturers and importers
- Registration of manufacturers and importers of motor vehicles
- Approval of motor vehicles models or designs for registration on the National Traffic Information System (NaTIS)

## ➤ NRCS IS ALSO A DESIGNATED AUTHORITY TO ASSIGN A WMI CODE FOR VEHICLE MANUFACTURERS IN THE REPUBLIC OF SOUTH AFRICA IN LINE WITH THE SOCIETY OF AUTOMOTIVE ENGINEERS inc. (SAE).

# STATUS OF COMPULSORY SPECIFICATIONS

- **AUTOMOTIVE COMPULSORY SPECIFICATIONS/TECHNICAL REGULATIONS THAT ARE IN PLACE ARE:**
  - The automotive compulsory specifications have historically been out of line with UN Regulations and were “homegrown” requirements.
  - These have caused several challenges in the past with respect to global trading and alignment with ever-changing technology.
  - The South African Project Safer Vehicles 2020/2025, driven by the NRCS, has embarked on a process to update all automotive compulsory specifications to be in line with UN Regulations.
  - Develop methods within the South African Legal Framework a process for the transposition of GTR’s within Compulsory requirements as an alternative.

# Whole Vehicle Homologation (Approval)

*There are 8 Compulsory Specifications (Technical regulations), promulgated under the National Regulator for Compulsory Specifications Act that relates to whole vehicle approval:*

- VC 8022 - Category M1 Vehicles - (Presented to Ministry for gazetting new amendment to align with relevant UN Regulations) **See attached List (WP.29-190-25).**
- VC 8023 - Category M2 and M3 Vehicles
- VC 8024 - Category N1, Vehicles - (Presented to Ministry for gazetting new amendment to align with relevant UN Regulations) **See attached List (WP.29-190-26).**
- VC 8025 - Category N2 and N3 Vehicles
- VC8026 for Category O1 and O2 Vehicles
- VC8027 for Category O3 and O4 Vehicles
- VC8057 for Agricultural tractors - (Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)
- VC 9098 for Category L Vehicles – (Currently in progress of amendment)



# Automotive Components (Approval)

*There are 12 Compulsory Specifications (Technical regulations), promulgated under the National Regulator for Compulsory Specifications Act that relates to vehicle Component approval (Cont):*

- Child Restraints - VC 8033 (Amended in line with UN R129 – Presented to Ministry for gazetting new amendment to align with relevant UN Regulation)
- Laminated & Toughened Glass - VC 8051 (Amended in line with UN R43 - Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)
- Elastomeric Cups & Seals - VC 8080 (In line with ISO Standard -Presented to Ministry for approval)
- Incandescent Lamp - VC 8048 (Amended In line with latest UN Regulations - Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)
- Replacement Headlights - VC 8049 (Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)

# Automotive Components (Approval) Cont

- Replacement Secondary Lights - VC 8050 (Amended in line with latest UN Regulations - Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)
- Commercial Tyres - VC 8059 (Up to date and in line with UN Regulations)
- Passenger Tyres - VC 8056 (Up to date and in line with UN Regulations)
- Motor Cycle Safety Helmets - VC 8016 (In line with UN Regulations but Up for review)
- Replacement Brake Lining Assemblies and Drum Brake Linings - VC 8053 - (Already partially in line with UN R90 – Up for review)
- Hydraulic Brake and Clutch Fluid - VC 8013 (ISO Requirements - Up for review)
- Tow bars and towing brackets(Mechanical Couplings) - VC8065 (Amended in line with UN R55 - Presented to Ministry for gazetting new amendment to align with relevant UN Regulations)

# NRCS Test Facility(Technical Facilities) Requirements

- **Test Facilities shall meet one of the following criteria:**
- Designated Technical Service as defined within the 1958 Agreement or,
  - Accreditation to ISO/IEC 17025 by an ILAC or IAF-affiliated organization; or
  - Successful peer review/mutual acceptance against ISO/IEC 17025 that is acceptable to NRCS; or
  - Provision of satisfactory evidence of compliance that is acceptable to NRCS

Only bullet points 1 and 2 will be acceptable for E47 Type Approval.

***Currently, no Approvals Authority has been granted approval to issue the South African E47 Type Approvals mark.***

# CURRENT CHALLENGES

- **ONLINE TRADING OF REGULATED PRODUCTS**
- **BALANCE BETWEEN SAFETY OF SIMILAR VEHICLE MODELS SUPPLIED IN DEVELOPED COUNTRIES AND DEVELOPING COUNTRIES**
  - Highest safety standards – developed countries
  - Minimum national safety standards – developing countries
- **NEW PRODUCTS DEVELOPMENT VS REGULATION AND OUTDATED REGULATIONS**
  - Electrical and Autonomous vehicles – Infrastructure to support such vehicles
  - Assisted parking systems
  - Alternative fuel vehicles/New Energy Vehicles
- **NON-EXISTENCE/LIMITED AND OR OUTDATED TECHNICAL SERVICES**
  - Infrastructure to support testing against the latest editions of UN Regulations
  - Approval of Technical Services as per the requirements of the 1958 Agreement
  - Fluctuating continuous high level of service supplied by Technical Services

# OPPORTUNITIES

## ➤ ACCREDITED TECHNICAL FACILITIES

- Facilitate the implementation of the Type Approval process – Issuing the E47 mark.
- Comprehensive understanding of Stakeholders or other Contracting Parties in the interpretation of the implementation of the full Type Approvals process that would/could result in issuing “E47”.
- Participation and/or formulation of Technical Facilities in “Africa” and then obtaining an AFRICA position on decisions made at WP29.

## ➤ IMPROVE SAFETY ON THE ROADS – SUPPORT THE DECADE OF ACTION FOR ROAD SAFETY

### RSA – PROJECT SAFER VEHICLES 2020/2025

- Actively embark on achieving the goals of the UN Decade of Action for Road Safety 2021-2030 with a possible extension of the RSA Road Safety Project already in place.
- Broadening of platform for RSA/WP29 Stakeholders Interaction (Mirror the activities of GRs).
- Incorporation of new technologies eg. EVs and AV’s within our national legislation
- Proceed with the program on the upgrade of current compulsory specifications with the latest possible UN Regulations.

## ➤ TURNAROUND TIMES FOR APPROVALS

- Streamline processes through electronic applications

## ➤ RELATIONSHIP MANAGEMENT WITH STAKEHOLDERS

- Participation of other government departments in the activities of Road Safety
- Collaboration with Industry and Associations and other role players e.g. New Car Assessment Programme - Africa

# QUESTIONS AND ANSWERS - END

**Thanking you**

**For further queries please make contact with me via email at :  
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# QUESTIONS AND ANSWERS - END

## SCHEDULE

### COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY M1

#### 1 Scope

1.1 This specification covers the requirements for motor vehicles<sup>1</sup> of category M1, not previously registered or licensed in South Africa, and motor vehicles assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

**Note<sup>1</sup>** Motor vehicles include motor vehicle models and variants

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer. In addition, the requirements shall apply to bodies manufactured and/or imported for the purposes of incorporating new or used parts of motor vehicle models previously homologated (or previously produced) by other manufacturers.

1.3 The requirements of this specification shall take effect upon promulgation of this specification and according to the dates specified in the text and in Table 1.

1.4 Certain special category M1 motor vehicles designed or adapted for use as the following (non-exhaustive list):

- a) mobile living accommodation (motor caravans),
- b) ambulances and patient-transfer vehicles,
- c) prisoner-conveyance vehicles,
- d) hearses,
- e) security and anti-riot vehicles,
- f) open sided passenger vehicles derived from vehicles other than category M1 vehicles

must comply with the requirements of this Compulsory Specification together with the specific special requirements of the relevant design or adaptation for use.

1.5 Compliance with the referenced SANS and/or UNECE Regulations minimum levels and/or later levels is acceptable, however in certain instances there is local legislation that must also be complied with for vehicles meant for the local market (i.e. National Road Traffic Act, Electronic Communications Act...etc.).



# QUESTIONS AND ANSWERS - END

## SCHEDULE

### COMPULSORY SPECIFICATION FOR MOTOR VEHICLES OF CATEGORY N1

#### 1 Scope

1.1 This specification covers the requirements for motor vehicles<sup>1</sup> of category N1, not previously registered or licensed in South Africa, and motor vehicles assembled from new bodies and used parts from earlier designs of motor vehicle models, designed or adapted for operation on a public road.

*Note<sup>1</sup> Motor vehicles include motor vehicle models and variants*

1.2 The requirements of this specification shall, in so far as the parts already incorporated are concerned, apply in respect of an incomplete motor vehicle supplied for further manufacture by one manufacturer to another, and the entire specification shall apply to the vehicle after completion thereof by the last-mentioned manufacturer. In addition, the requirements shall apply to bodies manufactured and/or imported for the purposes of incorporating new or used parts of motor vehicle models previously homologated (or previously produced) by other manufacturers.

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1.4 Compliance with the referenced SANS and/or UNECE Regulations minimum levels and/or later levels is acceptable, however in certain instances there is local legislation that must also be complied with for vehicles meant for the local market (i.e. National Road Traffic Act, Electronic Communications Act...etc.).

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