



Economic and Social Council

Distr.: General
26 December 2011

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

One-hundred-and-fifty-sixth session

Geneva, 13-16 March 2012

Item 4.5 of the provisional agenda

1958 Agreement — Development of an electronic database for the exchange of type approval documentation (DETA)

Request for decisions by the World Forum on the development of the DETA application

Submitted by the Chair of the informal working group DETA*

The text reproduced below was prepared by the Chair of the informal working group on DETA. It is based on informal document No. WP.29-155-31, distributed at the 155th session (ECE/TRANS/WP.29/1093, paragraph 52). The World Forum agreed to decide on the issues raised in this document.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

A. Background

1. The World Forum WP.29 requested the DETA informal working group to consider the viability of a database to manage type approvals granted in the framework of the 1958 Agreement and allow access to approval information by various users. WP.29 also asked DETA to consider improving the type approval process and to foster world-wide collaboration. In the context of improving the type approval process, a primary driver for this work was the desire of the Working Party "Brussels 1952" (GTB) to simplify the current complex lamp marking requirements of the Regulations annexed to the 1958 Agreement that result in a mark that is costly for industry to place on a product, being of little value in an enforcement situation.

2. The DETA informal working group reviewed the existing European Union (EU) database (ETAES) in its meeting and noticed a demonstration of a mock-up United Nations Economic Commission for Europe (UNECE) database on the ETAES platform, studied other electronic approval systems and considered the concept of a unique product identifier that would give access to copies of all approvals held by the product globally. A try-out of the software was recently started.

3. The informal working group on DETA recognizes that the EU ETAES application can fulfil all the needs that are expressed for the DETA application. Therefore, the informal working group believes the DETA application can be based on the same principles as the ETAES application. WP.29 is requested to consider and approve at its March 2012 session the approach of the informal group that the DETA system shall be based on the same application that is used by ETAES in the European Union. For further progress of the development of the DETA application, other decisions by WP.29 will be required. These decisions concern topics like the legal status, a steering committee, the server (hosting of hardware), the financing schemes, the unique identifier and the implementing stages of the system.

B. Legal Basis

4. There is currently no obligation for the Type Approval Authorities of the Contracting Parties to the 1958 Agreement to use electronic communication for circulation of approvals. If the database is established and is to be fully effective then there needs to be amendments to the 1958 and 1998 Agreements to require the mandatory use of the database. If it is not used by all Type Approval Authorities, then the system has lost its entire value for the simplification of markings and for enforcement bodies for technical verification of vehicles. The principle could be that the DETA application shall be used where the relevant vehicle regulations developed by the World Forum require it to be used. The informal group on DETA seeks WP.29's decision at its March 2012 session to create a legal basis in those Agreements which mandates the use of the DETA application where relevant vehicle regulations require it. A proposal for an amendment to the 1958 Agreement has been presented to the WP.29 informal working group on International Whole Vehicle Type Approval (IWVTA); however, it was agreed that this proposal should have been presented directly to WP.29.

C. Steering Committee

5. While the European Union (EU) ETAES application has been acknowledged by the EU approval authorities in an informal manner, the informal group considers that a formal DETA system is required with a governing board, members and elected officers as the

application becomes part of the legislation with obligations like financing issues. The informal group considers an informal group with a time limited mandate is not appropriate. Such a board under the umbrella of the World Forum will have to make decisions which are needed for the maintenance, financing and improvement of the application. The informal group on DETA seeks WP.29's decision at its March 2012 session to establish such a board as soon as the DETA application becomes operational.

D. Implementing stages of the system

6. The DETA application will be applied by several users: Type Approval Authorities, industry and enforcements bodies like the police, customs and bodies performing periodical inspections of vehicles in use. For type approval authorities, the application can be used very quickly; for other users the application needs further development, like applications for providing enforcement bodies with the requested information. The informal group on DETA seeks WP.29's decision at its March 2012 session to agree that the DETA application will be introduced in several stages, beginning with uploading type approval documentation by the approval authorities and only as it is required by the relevant UN Regulations annexed to the 1958 Agreement. At later stages, the extension of the application for industry and enforcement bodies may follow.

E. Financing.

7. The willingness of the users to pay the initial and annual costs for the DETA system depends on the benefits they expect to receive. The benefits vary from user to user. Some users expect important benefits, while others might not see any benefits at all. The most ideal situation would be that the UN covers all the cost, but the informal working group is considering alternative financing schemes. It is clear that without an appropriate financing scheme, there will be no DETA system. WP.29 is invited to confirm, at its March 2012 session, that the financing of the system is a precondition for the development of the DETA application and that the informal group will have to layout a concrete financing scheme.

F. Server

8. A server is needed for the application of the software. The Information System Unit (ISU) section of UNOG investigated the possibilities for the deployment of the DETA application within the environment of the UN. With regard to the feasibility study and confidentiality clauses, further information is available in documents WP.29-139-09 and DETA-12-04. The informal working group prefers hosting the server within the UN organisation, including the technical support and financial administration, as initially requested by WP.29. The informal group seeks WP.29 confirmation, at its March 2012 session, to support the preference to host the future DETA server within the UNECE.

G. Unique identifier

9. A key for access to the information in the database will be a unique identifier. This unique identifier can be generated by the software of the system. It will be used for all approvals granted to a specific product. To be recognizable on the product it should be preceded by a symbol. The informal working group recommends using the truncated symbol that is used in Regulation No. 48. As an example, a unique identifier would look as follows: □39886. The informal group seeks WP.29's approval at its March 2012 session

on this principle for those UN Regulations which will require this simplified marking in future.

H. Preparation of a road map for the development of the DETA application

10. In this respect, the informal working group will provide a detailed road map addressing the above mentioned topics, including a time schedule in line with the IWVTA road map, for consideration and adoption by WP.29 in March 2012.
