



ACEA

European
Automobile
Manufacturers
Association

UN ECE framework

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The Automobile Industry in Europe

Key figures

- ⇒ 18 major international companies
- ⇒ 12.6 million direct and indirect jobs
- ⇒ €26 billion in R&D spending, largest private investor
- ⇒ €28.6 billion of net trade contribution
- ⇒ €427.4 billion of tax revenues (EU15)





Purpose

Understanding the importance of the UN ECE framework for the vehicle industry in the context of international trade



Moving towards globalisation

- **The globalization of the motor vehicle industry is progressing at an extremely fast pace.**
- **With vehicles now being put on a world market, there is the clear necessity to meet the local customer demands, while at the same time standardizing as much as possible common concepts and technologies.**
- **Industry is currently actively involved in the worldwide legislative harmonization process, while at the same time ensuring that public needs are fully satisfied.**



Benefits of harmonisation

- **Worldwide harmonisation of legislative requirements will benefit all involved parties :**
- **the customers (increased choice at competitive prices),**
- **governments (more efficient use of resources)**
- **consumer protection (best regulatory practice).**



Globalisation needs Standardisation

- **Example: In the EU we moved to the concept of EC WVTA (EC Whole Vehicle Type Approval).**
- **Certified in one country the vehicle can be marketed in all EU Member states.**
- **The EC WVTA contains a set of 55 separate system approvals.**
- **A vehicle complying with all 55 separate system approvals receives a EC WVTA certificate**



Global Standardisation

- **In 1996 WP29 has been recognised as the body for international vehicle regulations developing next to the 1958**
- **Agreement the 1998 Agreement.**
- **WP29 was around 2000 renamed to "World Forum for Harmonization of Vehicle Regulations".**
- **THE UN ECE system administered by WP29 contains around 130 separate pieces of legislation for systems.**
- **If every country in the world chooses its requirements from this set of technical requirements the aim of global standardisation is almost achieved.**



EU progress

- **The EU replaced the majority of its separate directives with the corresponding UN Regulations**
- **The EU is urging other parties to join the 1958 and/or the 1998 Agreement**



Vehicle Industry Aims

- **The vehicle industry is urging the authorities to refrain from developing its own new legislation.**
- **New legislation should from the start be addressed in WP29 in order to achieve global harmonisation.**



Thank you!



European Automobile Manufacturers Association
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