



Sector-specific Approaches to Conformity Assessment: Vehicle Emissions and Noise Standards

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Outline

- Identification of Issues
- Technical Regulations and Harmonization
- Conformity Assessment Procedure
- Acceptance of Conformity Assessment Results
- Conclusions

Identification of Issues

In WTO/TBT context, issues for TPKM include:

1. Highest vehicle density in the world, more than twice the density in Japan.

	TPKM	Japan	Germany	UK	France	USA
Motor vehicle density (vehicles/km ²)	530	232	147	98	62	24

2004 data

2. High density in urban areas causes high pollution.

Region	Kaohsuing (1)	Taipei (2)	Taichung (3)
Car density □vehicles/km ² □	2,745	2,657	2,137
Motorcycle density □vehicles/km ² □	7,263	3,778	3,370

Identification of Issues

3. Mobile-source emissions have become the major cause of air pollution in urban areas.

CO makes up 97% of total, NOx 77%, and NMHC 34%.

Pollutant Type	CO	NMHC	NOx
Total emissions (tons)	48,823	43,666	14,602
Mobile-source emissions (tons)	47,122	14,884	11,246
Percentage of mobile-source	97%	34%	77%

(Taipei City)

4. Respiratory illnesses associated with air pollution have continued to rise.



Identification of Issues

5. Heavy reliance on imported technologies:

- Main motor vehicle technologies come from international manufacturers, as we lack domestic technical capacity
- Major motor vehicle technology providers include:
 - Toyota, Hino, Nissan, Mitsubishi, Ford, Mazda, Honda, Suzuki, Skoda, Hyundai, Isuzu, etc.

6. The average age of our vehicles is higher than others. Therefore, we need to consider durability of vehicles in our emissions control to address potential deterioration.

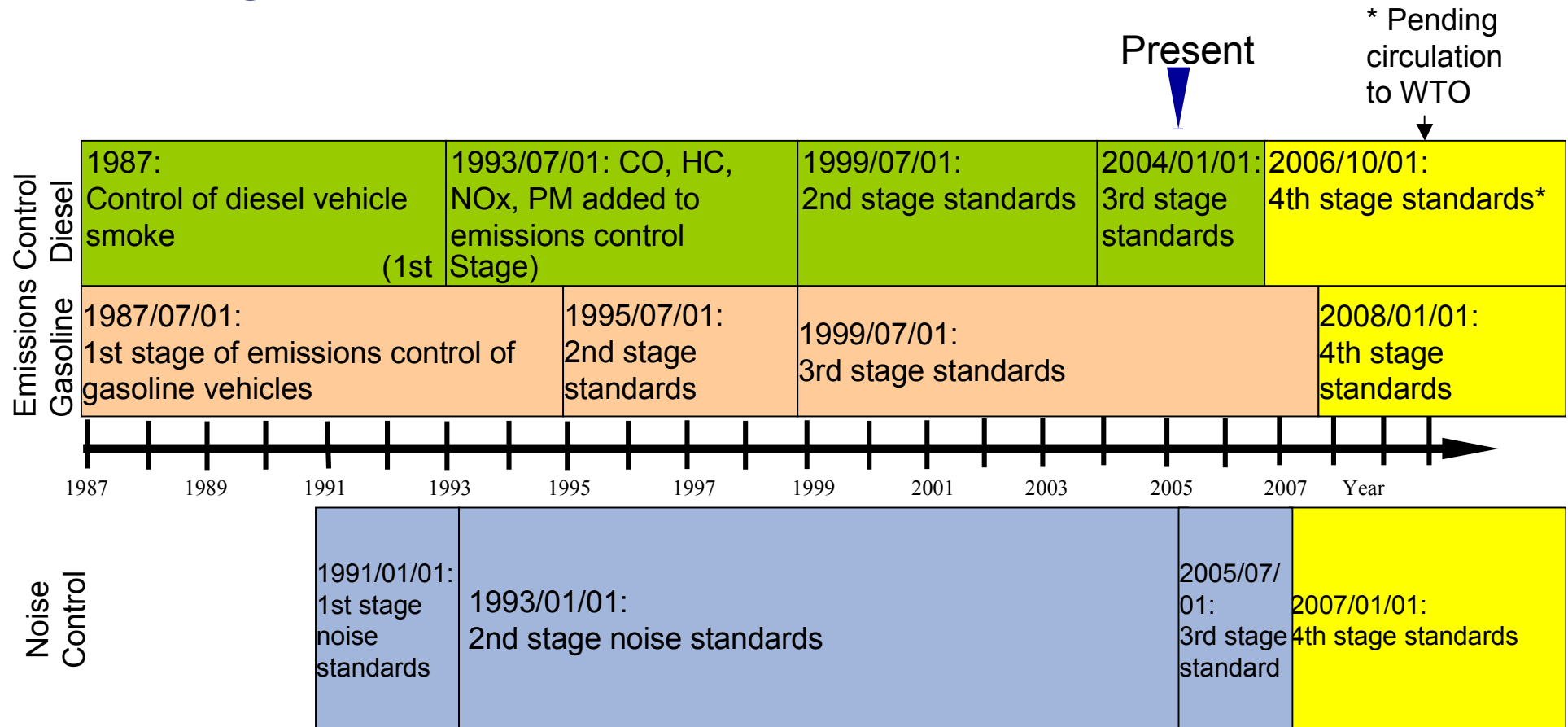
➔ Considering economic, trade and environmental factors, we have adopted conformity assessment procedures to **reduce barriers to trade**, while implementing **increasingly stringent standards**.

Development of regulations and standards

- Before our WTO entry in 2002, our imported vehicles originated mostly from the USA. Since US vehicle emissions management system were the most comprehensive, we mainly referred to the US system in setting our domestic management system.
- After WTO entry, we have accepted foreign standards and certifications in line with the spirit of the UNECE WP.29
- We will notify WTO members of major regulatory revisions in accordance with TBT procedures.

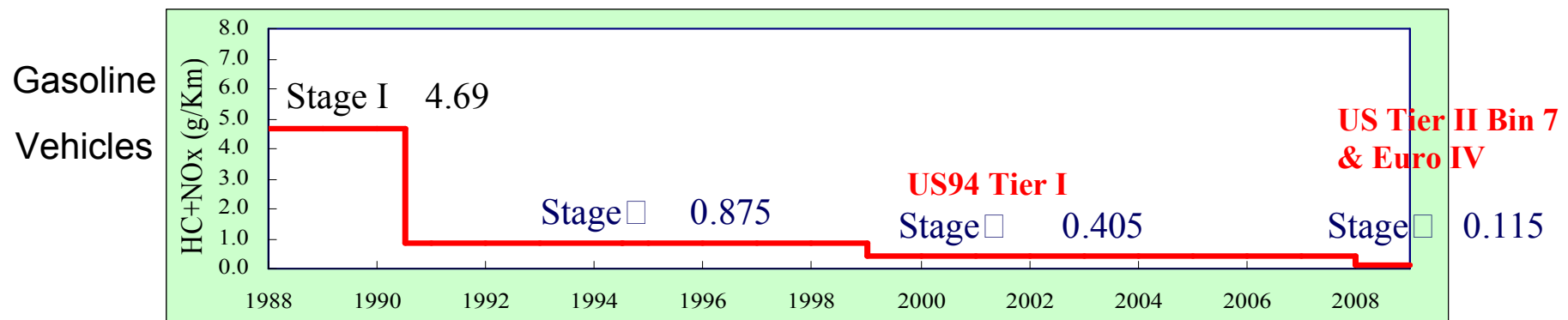
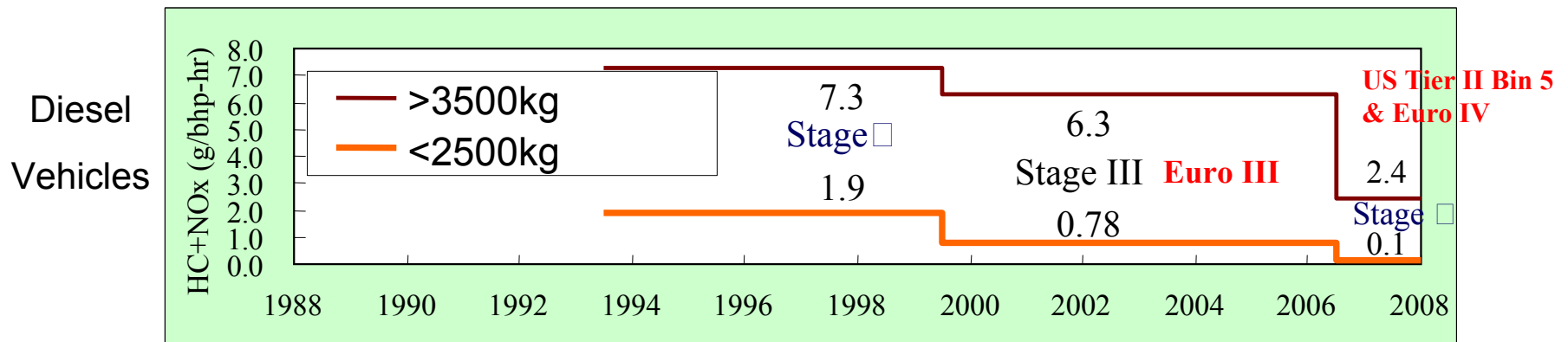
Technical Regulations & Harmonization

Progression of Vehicle Emissions / Noise Control



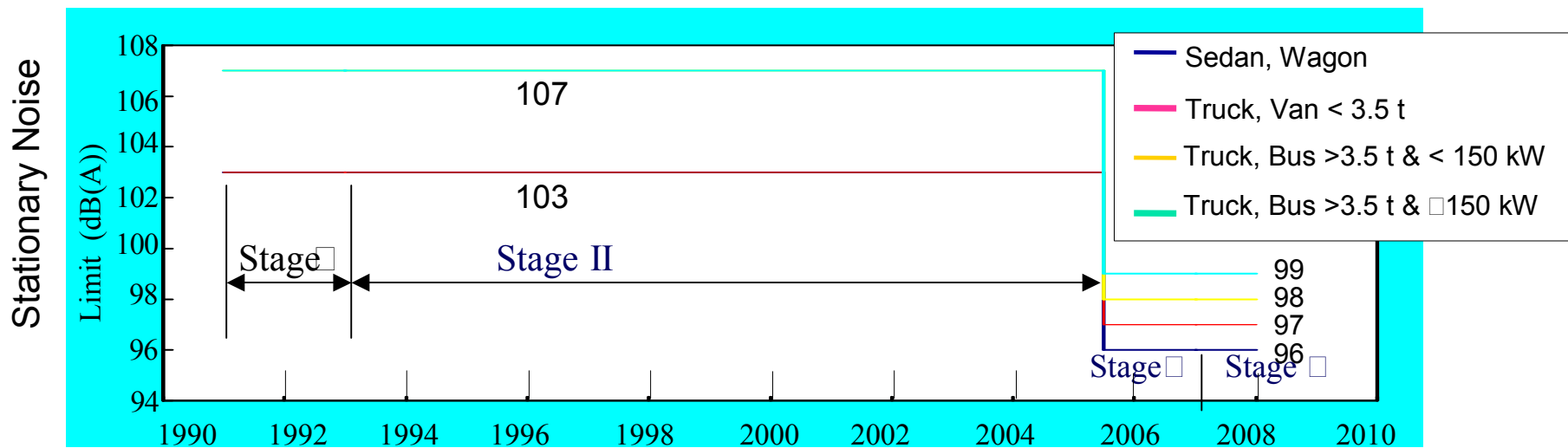
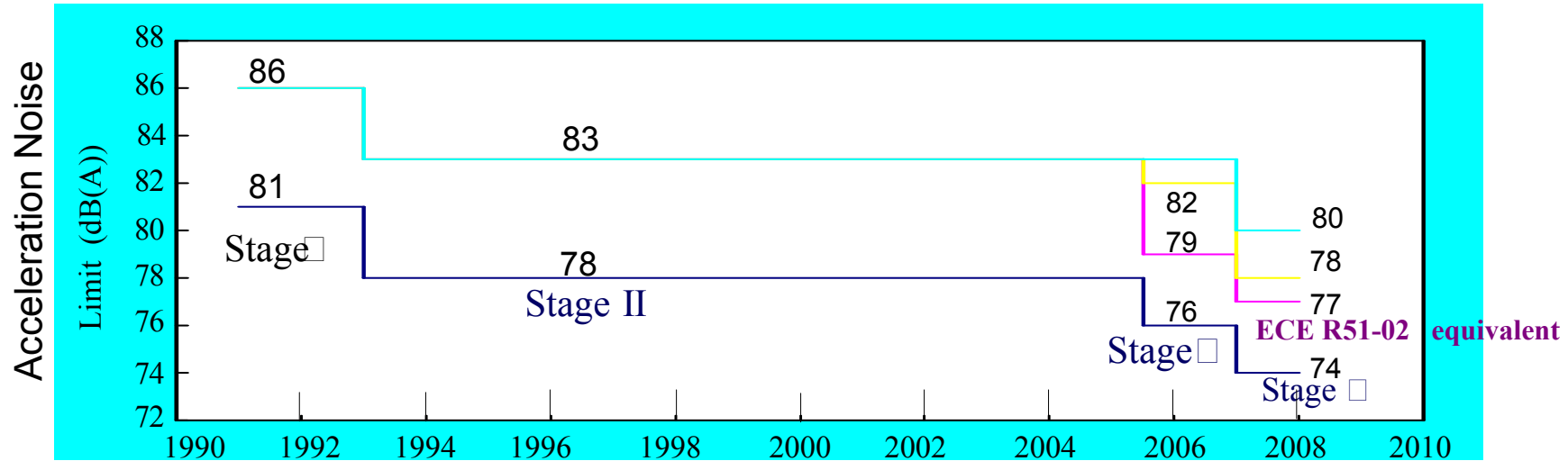
Technical Regulations & Harmonization

Increasingly stringent emissions standards and harmonization



1. From 1988, Stage I and II, US regulations and standards were similar to ours.
2. From Stage III (diesel) Stage IV (gasoline), US and EC standards were similar to ours.

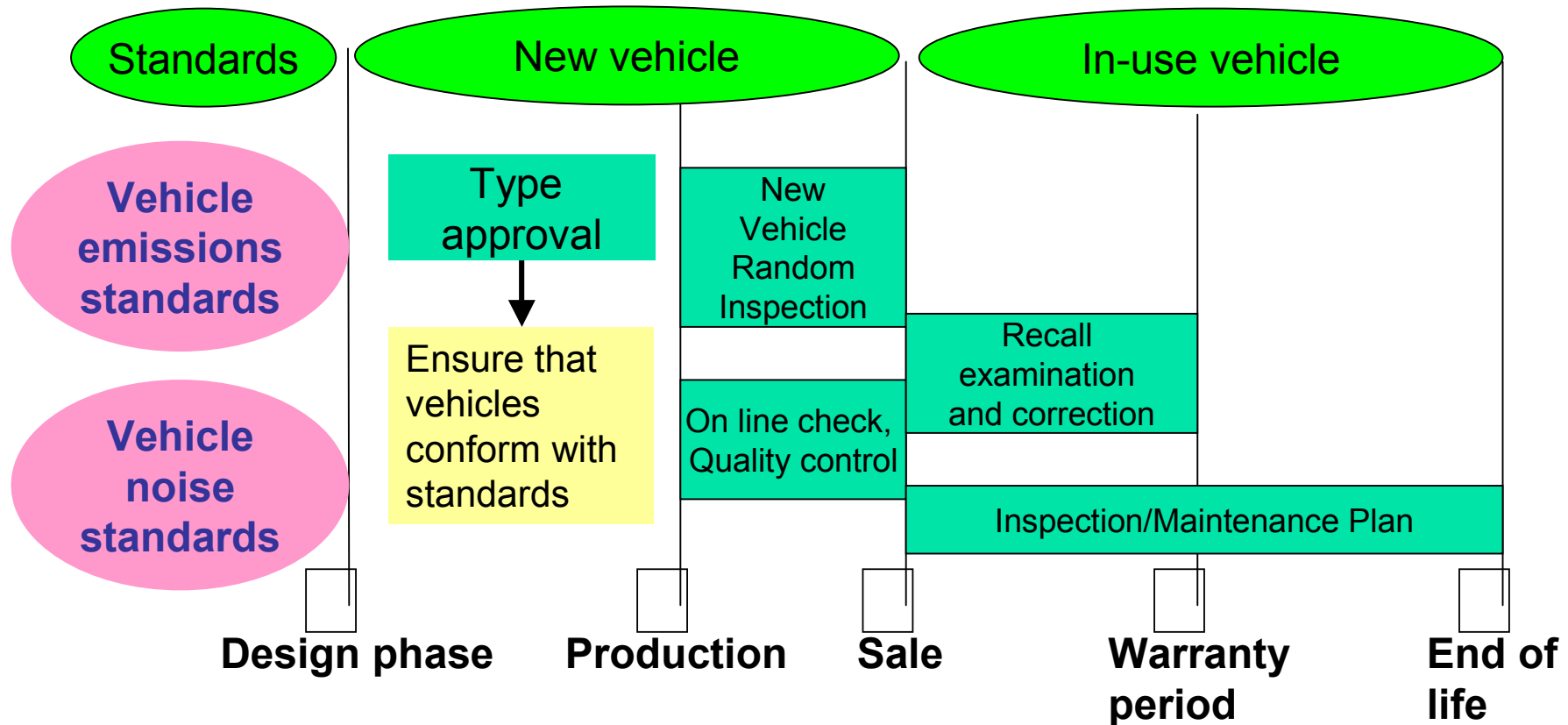
Increasingly stringent noise standards and harmonization



1. From 1991, Stage I and II noise standards were similar to Japan.
2. From Stage III, standards and testing methodologies were similar to UN ECE and EC.

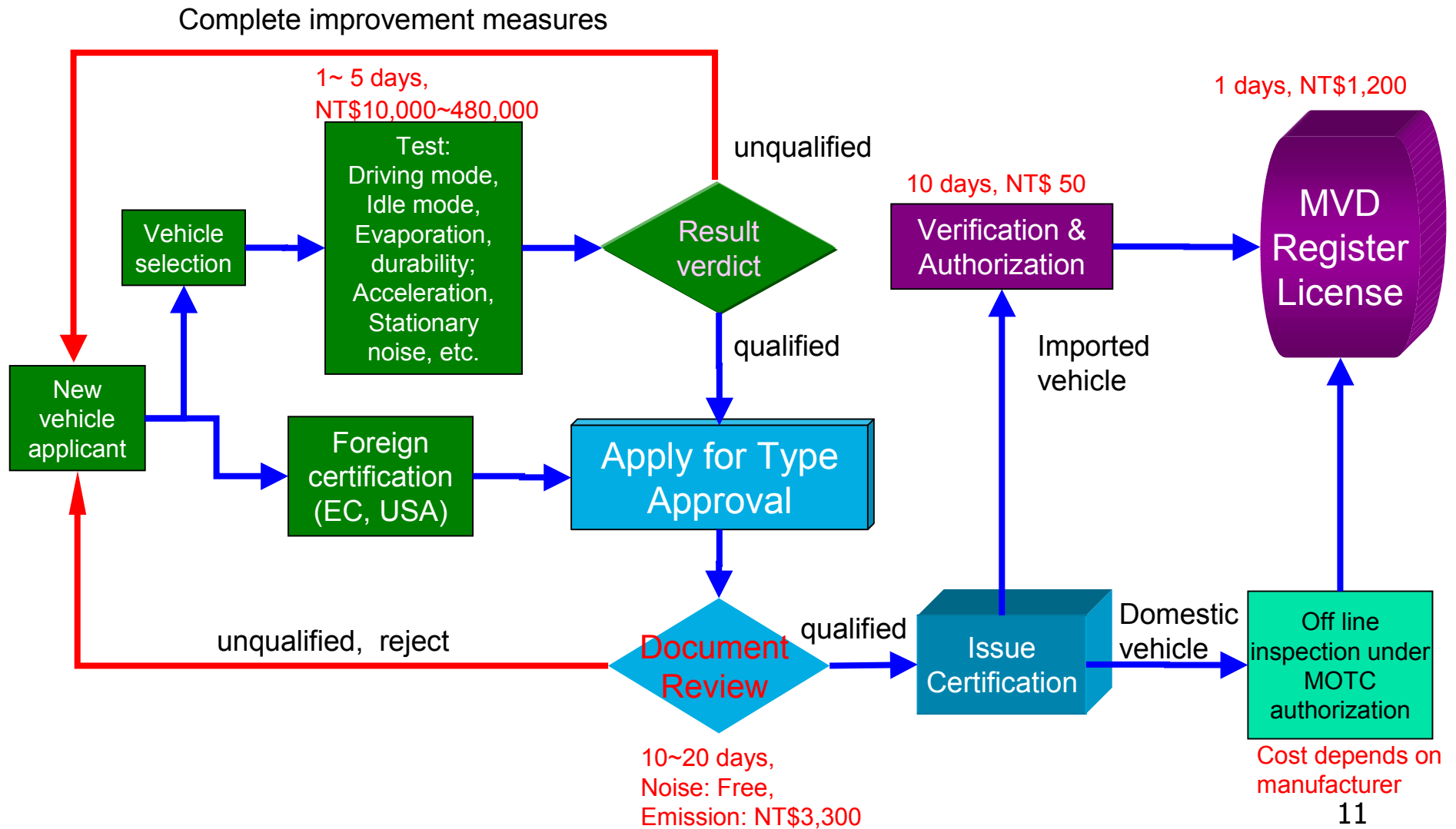
Conformity Assessment Procedure

Emissions / noise control within the life cycle of motor vehicles

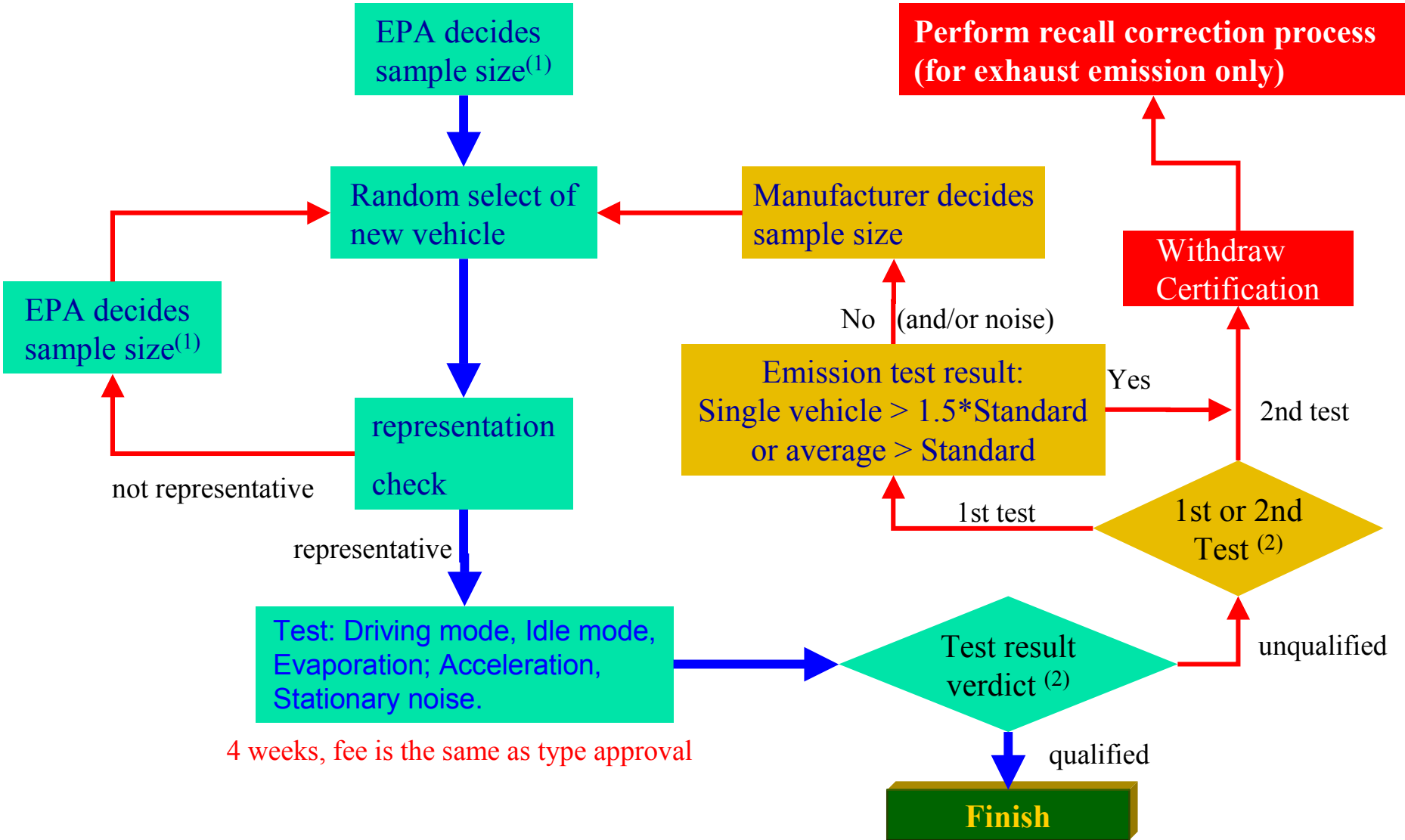


Conformity Assessment Procedure

Vehicle Emissions / Noise Conformity Assessment



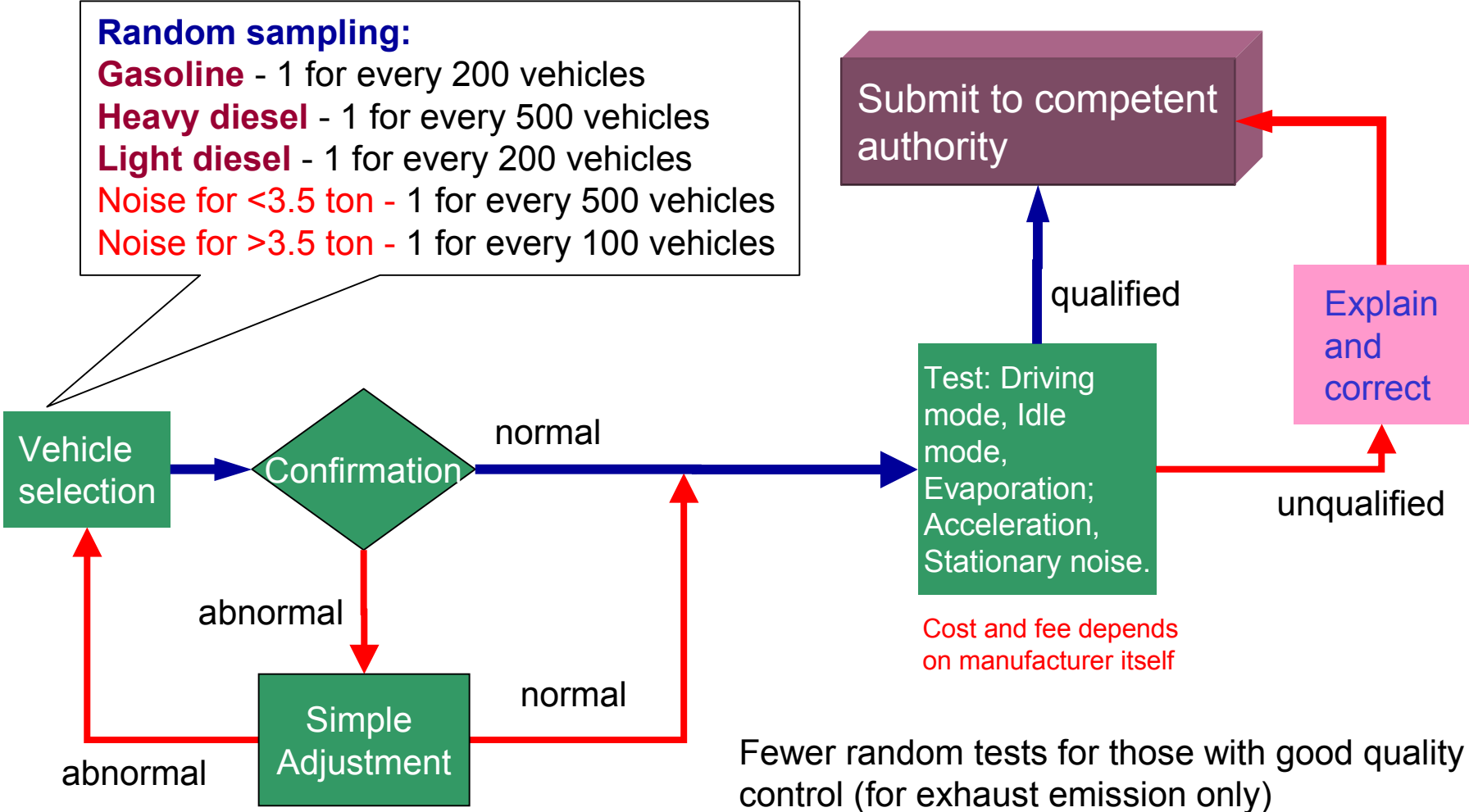
Random emissions / noise testing of new vehicles



4 weeks, fee is the same as type approval

Quality Control by Manufacturers

Random sampling:
Gasoline - 1 for every 200 vehicles
Heavy diesel - 1 for every 500 vehicles
Light diesel - 1 for every 200 vehicles
Noise for <3.5 ton - 1 for every 500 vehicles
Noise for >3.5 ton - 1 for every 100 vehicles





Acceptance of conformity assessment results

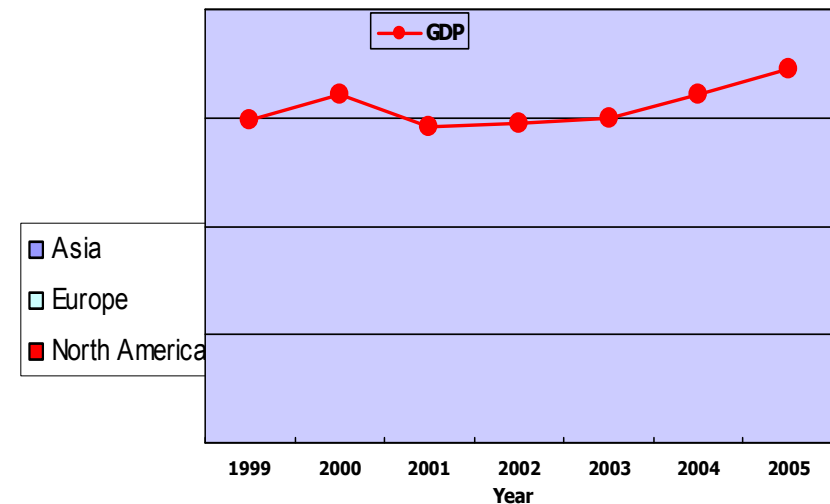
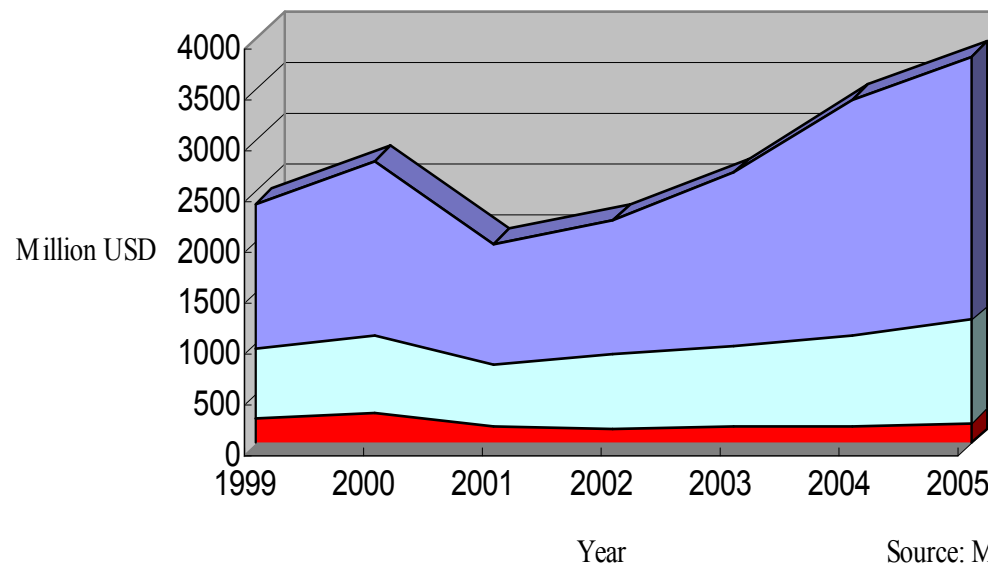
In accordance with the objectives and requirements of the TBT agreement for acceptance of conformity assessment results, we:

- Accept European emissions certification and 98/69/EC directive
 - From January 1, 2004, applicants with EC certification may apply for domestic certification of light duty vehicle with diesel engine.
 - From October 1, 2006, applicants with EC certification may apply for domestic certification of heavy duty truck with diesel engine. (pending circulation to WTO)
 - From January 1, 2008, applicants with EC certification may apply for domestic certification of light duty vehicle with gasoline engine.
- Accept European noise certification with UN ECE R51-02 or 70/157/EC directive
 - From November 5, 2003, applicants with EC certification may apply for domestic certification
- Vehicles imported from other countries and holding EC and US certification are also accepted

Conclusions

Imported vehicle value has increased since our entry into WTO

Imported value of vehicles (excluding rail vehicles) and components from various regions of the world



Source: Ministry of Finance



Conclusions

- Given our high vehicle density, as well as considering environmental protection, public health and removal of non-tariff trade barriers, we are harmonizing our vehicle control standards, and **will place more emphasis on assessing cost-effectiveness in the future, in order to achieve more effective management.**
- With harmonization of regulations and standards, our conformity assessment of vehicle emissions and noise is consistent with international practices.
- As a member of WTO, we will continue to meet our obligation to reduce non-tariff trade barriers, and our commitments under WTO and regulatory harmonization have been achieved on schedule.



Thank you