

Background note on the Database for the Exchange of Vehicle Type Approvals (DETA)

I. What is DETA?

DETA is a planned Database for the Exchange of Vehicle Type Approvals (among Authorities). It is aimed at enhancing the efficiency of the exchange of important information related to the construction and the trade of road vehicles. Traditionally, such information is shared among relevant government authorities by post or fax, which takes time, can be cumbersome and costly. The UNECE Inland Transport Committee (ITC) has decided on the digitalization of the information exchange.

II. Mandate

Revision 3 to the 1958 Agreement (on harmonized technical United Nations Regulations for the approval of wheeled vehicles, equipment and parts) introduces DETA through outlining in its Article 5 and Schedule 5 the provisions for “...utilizing the secure internet database established by the United Nations Economic Commission for Europe...”, and defines the rights and obligations of system stakeholders.

Furthermore, Schedule 5 introduces the Unique Identifier (UI) that may replace the approval markings required by UN Regulations.

III. Benefits

At global scale, DETA is expected to significantly increase the performance of the automotive sector governance and thus contributing to the progress towards achieving the Sustainable Development Goals, namely:

- (a) SDG 3.6, which is to halve the number of global deaths and injuries from road accidents, by raising the stringency of technical regulations on vehicle safety.
- (b) SDG 7.3, which is to improve energy efficiency by e.g. enforcing WLTP, procedures for the determination of fuel economy of light vehicles.
- (c) SDG 11.2, which is to provide access to safe, affordable, resilient infrastructure e.g. by supporting the development of Intelligent Transport System and Automated Driving, which would be supported by DETA
- (d) SDG 13.3/13.a on Climate Change Mitigation by enforcing tools regulating CO₂ and other Green House Gas emissions.

Accession to the 1958 Agreement and application of its Addenda (UN Regulations) will become more attractive to potential Contracting Parties (and thus enlarging the market and reducing technical barriers to trade). Namely, DETA will, in perspective, be accessible to authorities of (new) Contracting Parties to the 1958 Agreement, therein providing numerous benefits, including enhanced access to information on in-use vehicles for importing countries (e.g. imported in-use vehicles from Europe to African and Asian countries). DETA will enable importing countries (those that are Contracting Parties to the 1958 Agreement) to access information on the safety and environmental performance features of imported vehicles, which is taking into account the current scope of developed-developing countries in-use vehicles trade and the recorded impact of those vehicles on import destinations, indispensable for achieving road safety and vehicle environmental performance and energy efficiency related SDG targets.

The availability and reliability of data on the road safety and the environmental performance of vehicles in developing countries is currently, at best, very limited. If DETA is established as envisaged under

Revision 3 of the 1958 Agreement, the above-described incentives for accession to the 1958 Agreement for developing countries offered through DETA will in turn enable the collection of national vehicle fleet data that will contribute to monitoring progress towards achievement of relevant road transport related SDG targets (road safety, environmental performance and energy efficiency of road vehicles).

At country level, Member States and their authorities expect direct and derived benefits from DETA under the auspices of UNECE, as envisaged by Revision 3 of the 1958 Agreement, such as but not limited to:

- Cutting red tape on administrative burden related to the exchange of type approval information between authorities;
- Increased transparency of the Type Approval System and a centralized and standardized exchange of information among relevant stakeholders;
- Strengthening governance of the Type Approval System as DETA will be accessible to national market surveillance and law enforcement authorities of Contracting Parties to the 1958 Agreement, therein providing numerous benefits, including enhanced access to information on individual vehicles, their parts and components
- The “Unique Identifier” system envisaged under UN Regulation 0 on IWVTA and generated via DETA will enable simplification of type approval markings (reduced administrative burden) and cost reductions for all automotive industry stakeholders;

IV. Estimated Project Budget

Costs are estimated as follows:

a) Administering and hosting DETA – recurring costs

- The recurring annual costs for technically hosting DETA (i.e. IT services by UNECE and UNOG, as well as license fee to software provider) are estimated to be USD 45,000.
- For administering and hosting DETA, human resources needs are estimated as follows: staff time equivalent of 1 P2, 1 P3 and 1 G5.

b) New functionalities of DETA – one time investment costs

- The development of the additional functionalities UI and DoC are estimated to cost around USD 300,000 (one time investment).

However, the preliminary estimated costs listed above will need to be verified according to UN standard costing procedures, and project support costs will have to be considered (USD 107.000).
