Africa and the work of UN WP.29 on roadworthiness

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The World Forum for Harmonization of Vehicle Regulations (WP.29)

- UNECE Transport Division: secretariat to WP.29 for more than 60 years
- WP.29 is:
  - the unique worldwide regulatory forum for the automotive sector
  - administrating three Multilateral UN Agreements

**Construction regulations**

- **1958 Agreement** - Type Approval Regulations with mutual recognition of the type approvals
- **1998 Agreement** - Global Technical Regulations

**In Use PTI regulations**

- **1997 Agreement** - Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection
What is WP.29 doing?

Regulations on passive safety

Regulations on pollutants and CO₂ emissions

Regulations on noise

Regulations on active safety

Regulations on lighting

Source: pictures from www.google.ch
Why a worldwide regulatory framework for vehicles is needed?

- The automotive industry is a global industry
- It is an essential economic sector
- Mitigate negative effects (accidents, pollutants, climate change)
- Regulatory framework: Nationally or internationally?
  ➔ Establishment of WP.29 in 1952 (World Forum since 2000)

Note:
The development of national regulations is a technically difficult, long and expensive process, and does not eliminate technical barriers to trade
Advantages of harmonisation:

- Increased efficiency and simplification of regulatory development
- Increased efficiency for vehicle and compliance testing
- Safer and more environmentally friendly vehicles at reasonable prices
- It gives access to a broader range of vehicles
- Technical barriers to trade are removed
- Increased efficiency in the manufacturing process
- National manufacturers will produce better vehicles
- Parts of vehicles are uniform
- Approvals and other administrative procedures are simplified
Geographical scope of WP.29
The WP.29 structure

Committee for Coordination of Work (AC.2)

World Forum for Harmonization of Vehicle Regulations (WP.29)

- Active Safety
  - GRE & GRRF
    - Lighting and light-signalling
    - Brakes and running gear
  - GRSP
    - Pedestrian protection,
      Head restraints,
      Child restraint,
      Truck cab strength
- Passive Safety
- General Safety
- Environmental protection
  - GRPE & GRB
    - Pollution and Energy
    - Noise

Committee for the 1958 Agreement (AC.1)
Committee for the 1998 Agreement (AC.3)
Committee for the 1977 Agreement (AC.4)

Around 40 non-permanent technical groups

04-06 March 2014
WP.29 is worldwide, unique and transparent

- Agreements open to all Nations of the UN
- Participation open to States, Governmental Organizations (GOs) and NGOs, but

Decisions are taken by Governments (of CPs)

- No other worldwide organization covers this area
Strengths of WP.29

**Administrative:**
- Mutual recognition of type approvals and PTI certificates
- Addressing both legal system types:
  - self certification (e.g. USA/Canada/Korea)
  - homologation (e.g. EU/Japan/South Africa)

**Technical:**
- Consolidating resources, information and knowledge among all actors
- High knowledge of the automotive sector through sharing of knowledge
  ➔ for good regulations

➔ Each and every country can (step by step) access state of the art technologies (Airbags, ESP, Catalysts) and maintain a good level of maintenance of the vehicles in use (PTI).
Highlights in 2013

- UN Regulations on AEBS, LDWS, ECRS
- UN GTRs on Fuel Cells Vehicles
- UN Rules update in discussion

Challenges in 2014

- Adoption of WLTP (new emissions test cycle)
- Update of UN Rules 1 & 2 (PTI)
- Revision 3 of the 1958 Agreement in progress
  - To increase attractiveness of the Agreement to Emerging Countries and
  - Simplify the system by introducing IWVTA
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Principal Elements of the 1958 Agreement

Eligible Contracting Parties to the 1958 Agreement:

- Members of UN

The 1958 Agreement provides:

- Legal framework for the adoption of uniform UN Regulations on the vehicle construction
- Reciprocal recognition of Type Approval Approved once and accepted everywhere (CPs)
Principal Elements of the 1998 Agreement

Eligible Contracting Parties to the 1998 Agreement:

Members of UN

The 1998 Agreement provides:

- Legal framework for the adoption of uniform GTRs, to be transposed nationally
- No administrative provisions (for self certification and homologation)
Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

- Members of UN

The 1997 Agreement provides:

- Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use
- Reciprocal recognition of certificates of such inspections of all CPs of the Agreement
1997 Agreement

UN Rule No. 1

UN Rule No. 2

For environmental issues

For safety inspection
Current PTI regulations (UN Rules)
- Commercial vehicles - Vehicles of Category N2 and N3
- Coach and busses - Vehicles of Category M2 and M3 (Mass > 3.5t)

Next steps - Amendments in discussions
- Scope extension - Including vehicles below 3.5t, i.e. passenger cars, vans and some types of trailers
- Update of technical provisions - e.g. for trailers

Future
- Updates - follow state of the art and best practices
- Make it a set of harmonized technical provisions - for vehicles in use derived from those of the 1958 & 1998 Agreements

WP.29 has agreed to update the UN Rules

Led by the Russian Federation Consultative role of CITA
Contracting Parties to the 1997 Agreement

Signatories, pending ratification:
Austria; Belgium; Cyprus; Czech Republic; Denmark; France; Georgia; Germany; Greece; Ireland; Italy; Portugal; Spain; Sweden; Switzerland; United Kingdom
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Africa and WP.29

**African CPs**
- South Africa since 2001
- Tunisia since 2008
- Egypt since 2013

No African CPs to the 1997 Agreement
Promotion of the Agreements in Africa

The tripartite group to harmonize the vehicle regulations is formed by:

- Southern African Development Community (SADC)
- Common Market for Eastern and Southern Africa (COMESA)
- East Africa Community (EAC)

In total:
- 26 Countries are represented
- These Countries are considering participation in WP.29 as Regional Association or as individual Countries.
Various PTI situations in Africa

PTI in Morocco
- Three networks sharing the market
- 240 stations sharing the same code of practice
- 40 new stations created since 2007
- 1.5 million cars inspected in 2012
- 900 station personnel trained every year
- All stations audited at least once a year
- Causes of accidents due to technical defects reduced

PTI in South Africa
Currently, the following mandatory roadworthy testing is required, in accordance with Regulation 138 of the National Road Traffic Act 93 of 1996:
- A used vehicle of which the owner has changed
- A motor vehicle to which a notice to discontinue has been issued (by Law Enforcement)
- A motor vehicle built, imported, or manufactured
- A reconstructed or altered motor vehicle
- Taxis to be tested annually
- Heavy vehicles weighing more than 3500kg to be tested annually
- Buses tested 6-monthly
Africa and WP.29

Africa started to interact with WP.29

WP.29 can offer great tools to those Countries willing to participate in its work and tackle the future safety and environmental vehicle related challenges.

Let’s do more together!
THANK YOU VERY MUCH FOR YOUR ATTENTION

World Forum WP.29


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