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Regional Conference for AFRICA

4 - 6 MARCH 2014

Cape Town, South Africa

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INTERNATIONAL MOTOR VEHICLE INSPECTION COMMITTEE

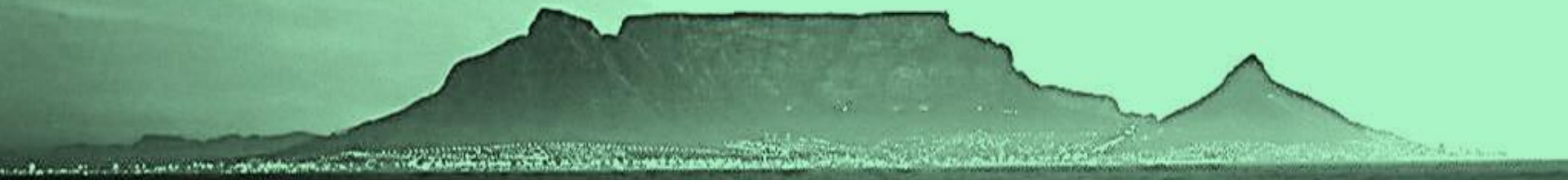
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Africa and the work of UN WP.29 on roadworthiness

Francois E. Guichard

Mechanical Engineer

UN Secretary to UN Working Parties on Active Safety & Pollution





United Nations Economic Commission for Europe
Transport Division

2014 CITA Regional Conference Africa, 4-6 March 2014, Cape Town

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Content

I. *WP.29*

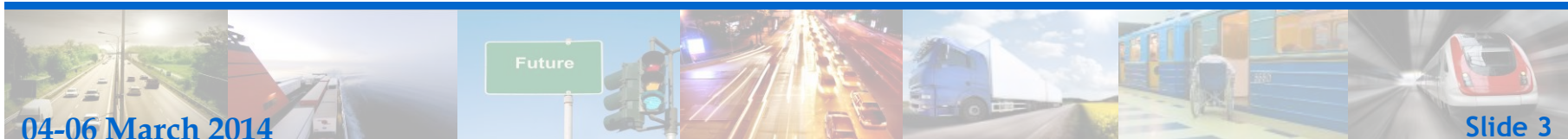
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- b) Why harmonization?*
- c) WP.29 scope and organization*

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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?



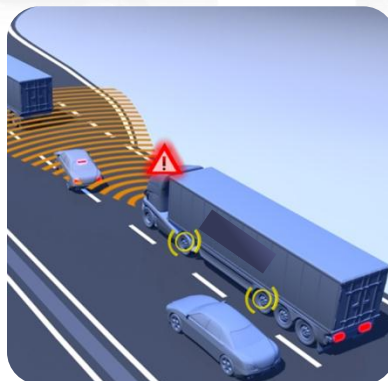
Regulations on passive safety



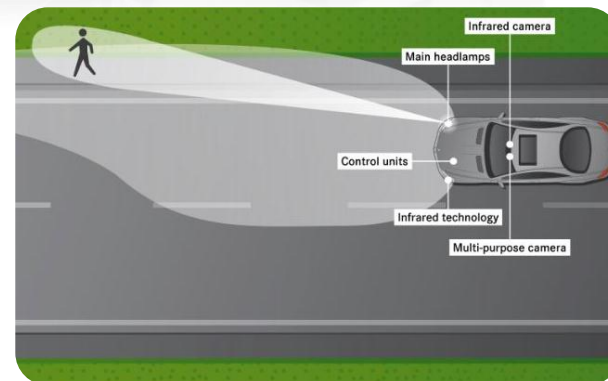
Regulations on pollutants and CO₂ emissions



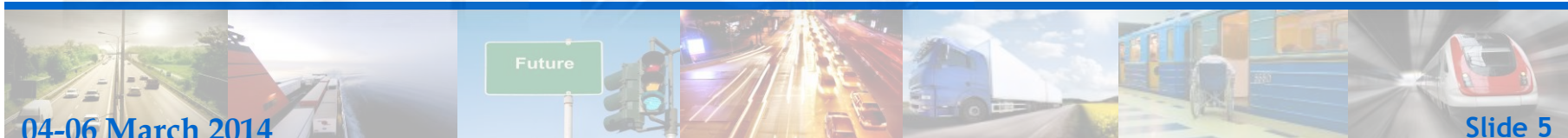
Regulations on noise



Regulations on active safety



Regulations on lighting





Harmonization





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

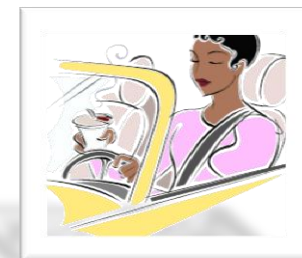




Advantages of harmonisation:



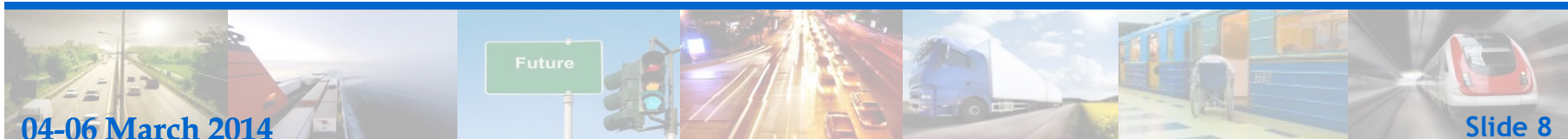
- Increased efficiency and simplification of regulatory development
- Increased efficiency for vehicle and compliance testing



- Safer and more environmentally friendly vehicles at reasonable prices
- It gives access to a broader range of vehicles
- Technical barriers to trade are removed

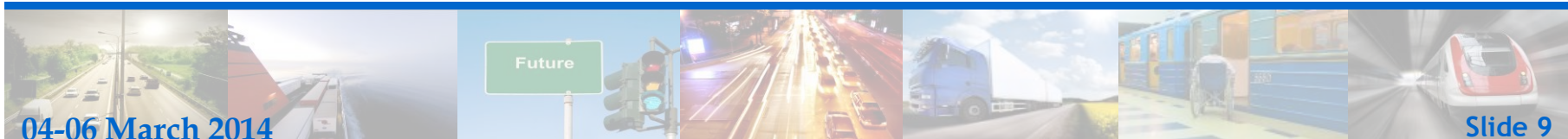
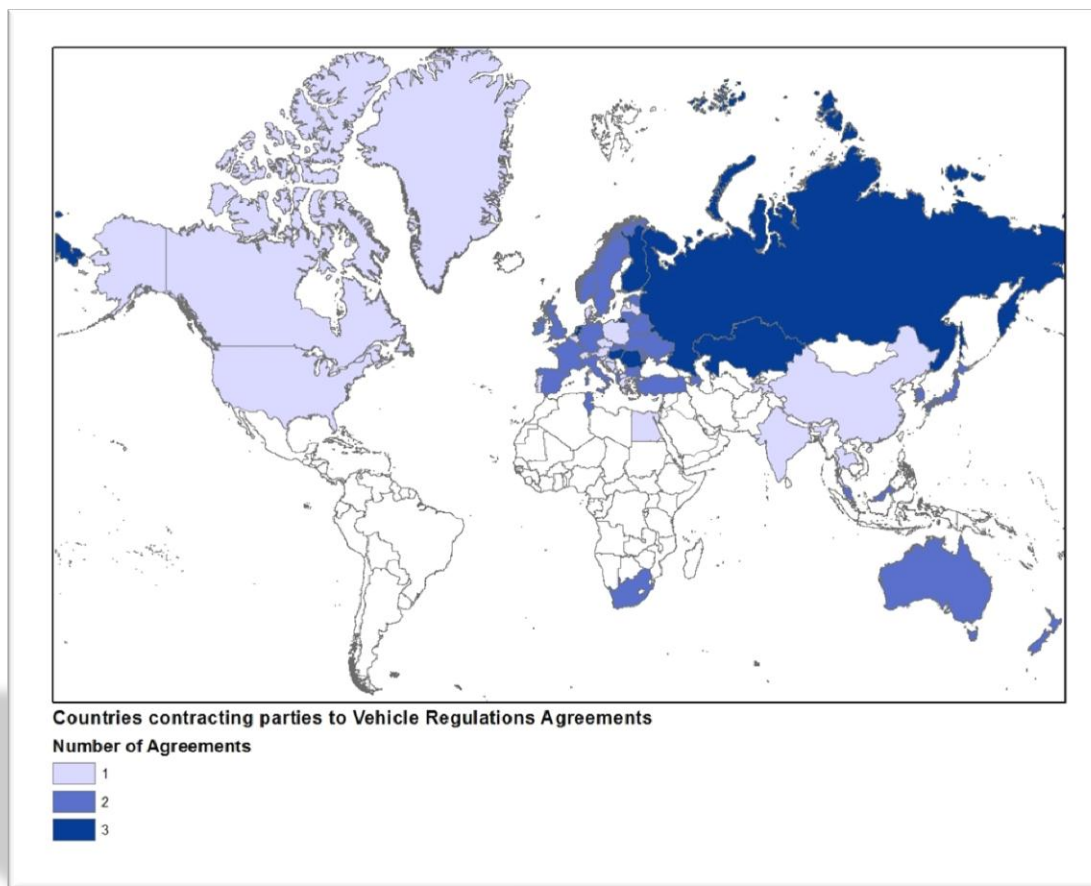


- Increased efficiency in the manufacturing process
- National manufacturers will produce better vehicles
- Parts of vehicles are uniform
- Approvals and other administrative procedures are simplified





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)

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

Active Safety

GRE & GRRF

Lighting and light-
signalling

Brakes and running
gear

Passive Safety

GRSP

Pedestrian
protection,
Head restraints,
Child restraint,
Truck cab strength

General Safety

GRSG

Safety of
wheelchair users in
buses & coaches,
Glazing materials,
Rear view mirrors

Environmental protection

GRPE & GRB

Pollution and
Energy

Noise

Around 40 non-permanent technical groups





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

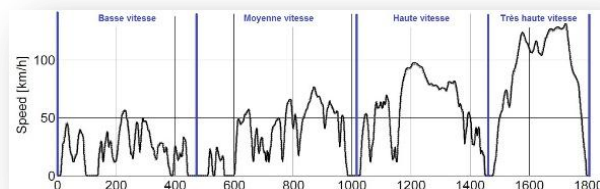
➔ Each and every country can (step by step) access state of the art technologies (Airbags, ESP, Catalysts) and maintain a good level of maintenance of the vehicles in use (PTI).





Highlights in 2013

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

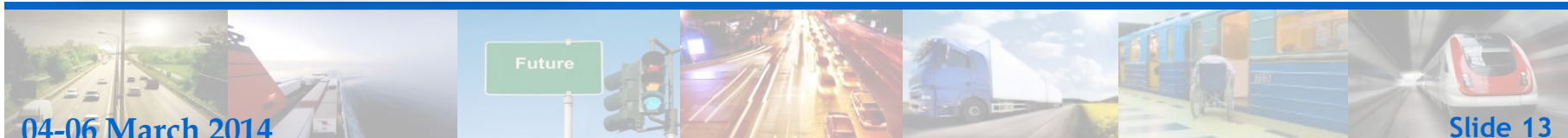


Vehicle type:

Topic	Regulation	Approval number	Date
Noise	UN R. 51	E1 R51.020001	01.02.2014
Emissions	UN R. 83	E2 R83.020001	01.02.2014
Brakes	UN R.13-H	E6 R13H.00111	01.12.2013
***	***	***	***
***	***	***	***

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



04-06 March 2014

Future

Slide 13



Content

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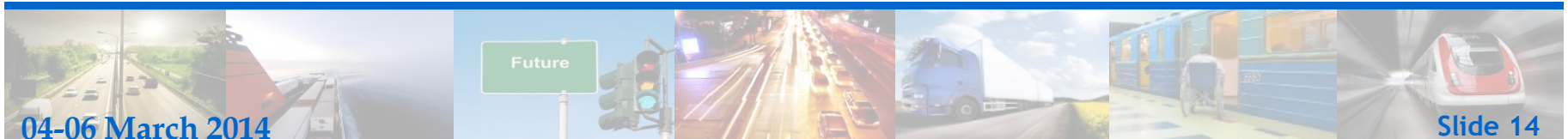
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Principal Elements of the 1958 Agreement

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

For environmental issues

UN Rule
No. 2

For safety inspection





Status of the 1997 Agreement

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)

WP.29 has agreed to update the UN Rules

Next steps - Amendments in discussions

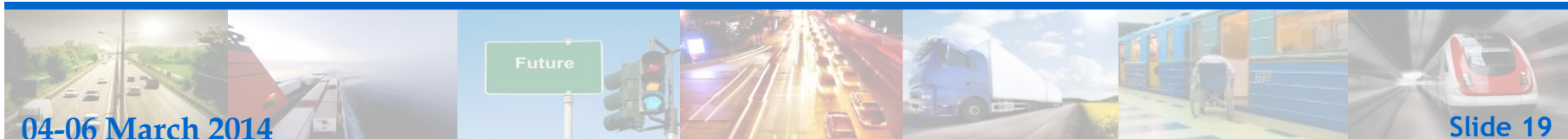
Scope extension - Including vehicles below 3.5t
i.e. passenger cars, vans and some types of trailers

Update of technical provisions - e.g. for trailers

Led by the Russian Federation
Consultative role of CITA

Future

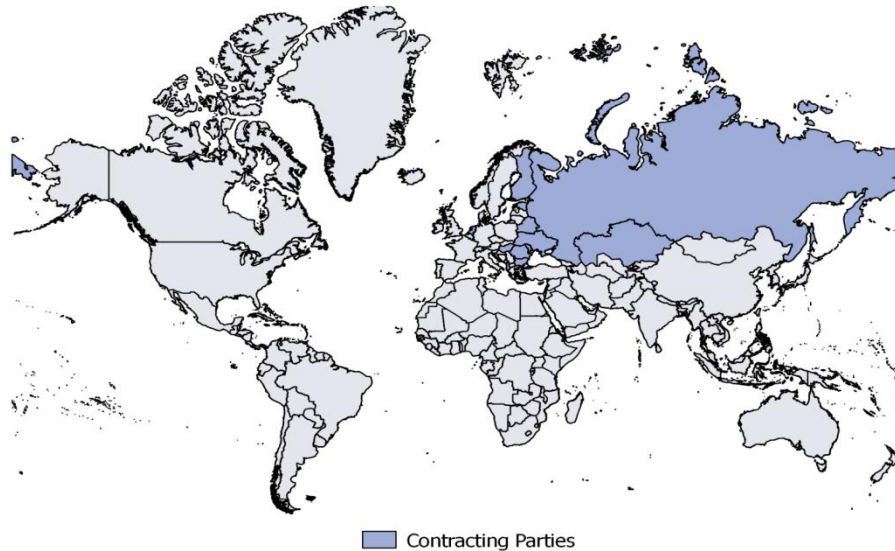
Updates - follow state of the art and best practices
Make it a set of harmonized technical provisions -
for vehicles in use derived from those of the 1958 &
1998 Agreements





Contracting Parties to the 1997 Agreement

Contracting Parties to the 1997 Agreement



Source: www.unece.org/trans/conventn/agreem_cp.html

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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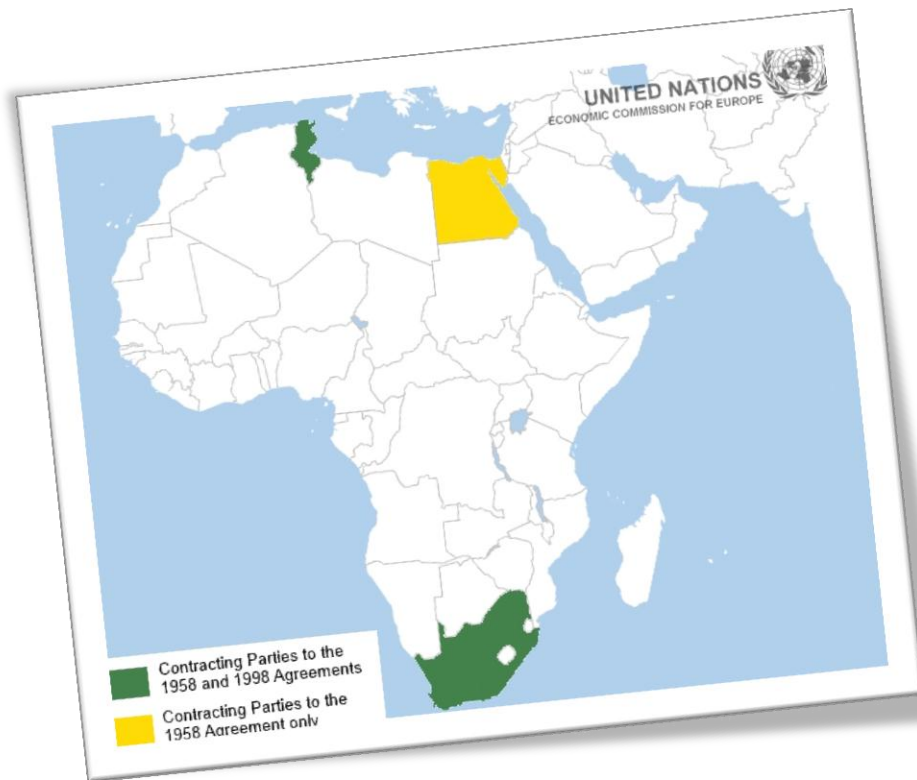
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Africa and WP.29



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:

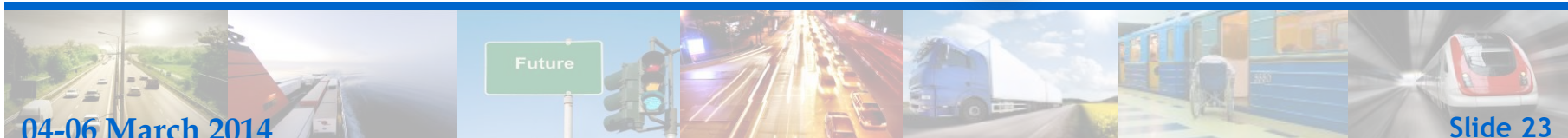
- Southern African Development Community (SADC)
- Common Market for Eastern and Southern Africa (COMESA)
- East Africa Community (EAC)

In total:

- 26 Countries are represented
- These Countries are considering participation in WP.29 as Regional Association or as individual Countries.



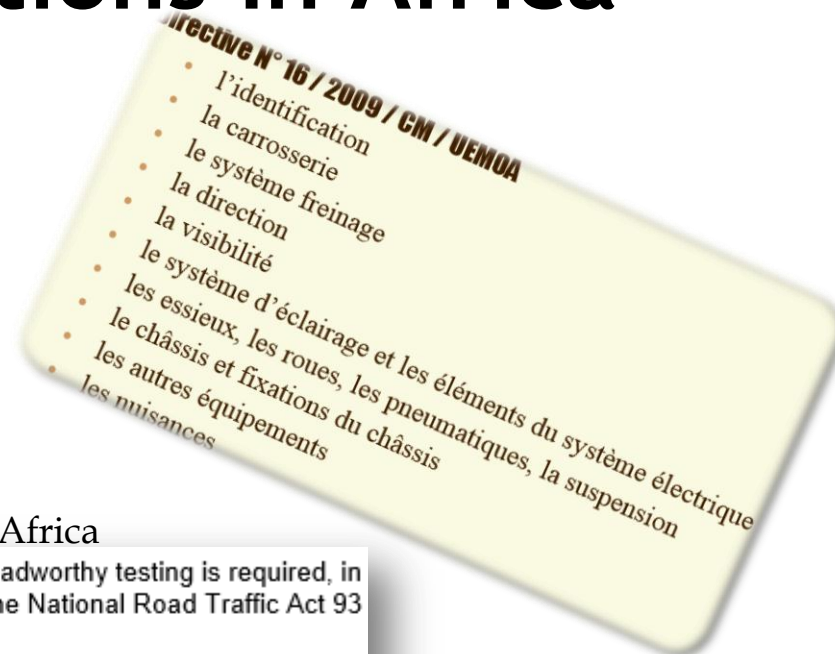
Map of Africa indicating COMESA membership.
■ Current members
■ Former members





Various PTI situations in Africa

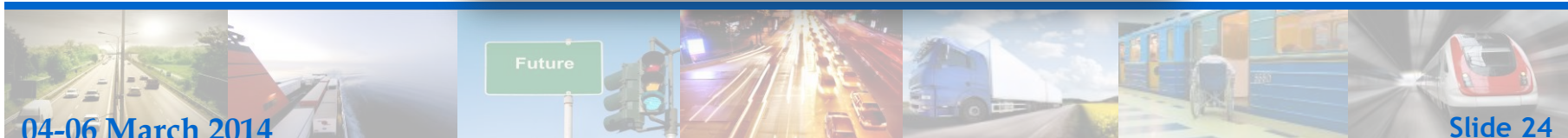
- PTI in Morocco
- Three networks sharing the market
 - 240 stations sharing the same code of practice
 - 40 new stations created since 2007
 - 1.5 million cars inspected in 2012
 - 900 station personnel trained every year
 - All stations audited at least once a year
 - Causes of accidents due to technical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



PTI in South Africa

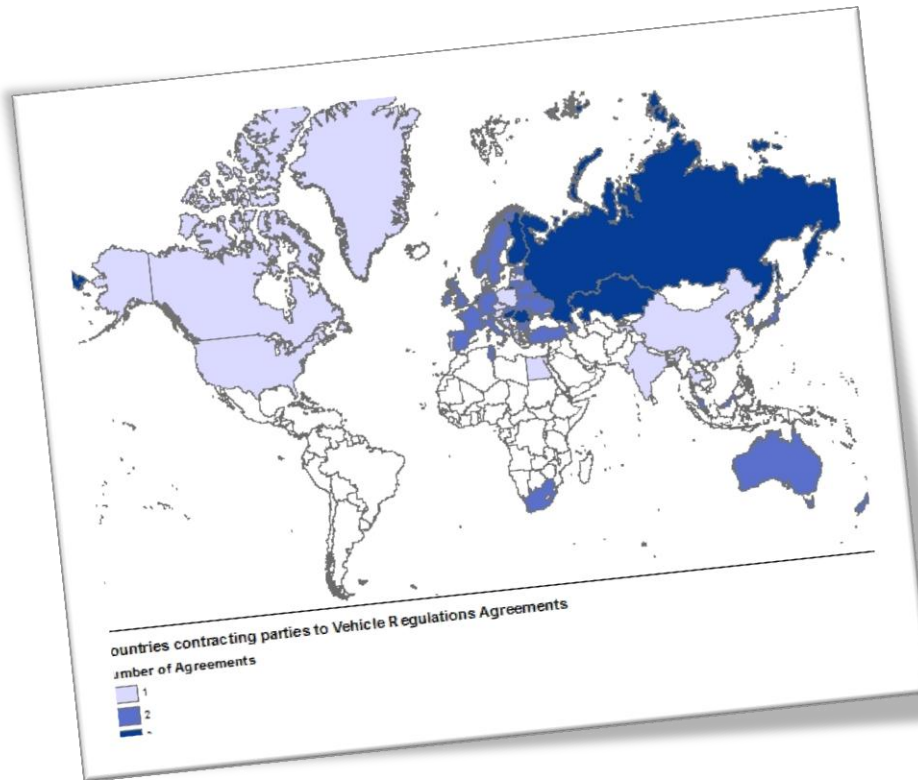
Currently, the following mandatory roadworthy testing is required, in accordance with Regulation 138 of the National Road Traffic Act 93 of 1996:-

- 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

<http://www.unece.org/trans/main/welcwp29.html>

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