

Plenary Session Two

Presentation 1

# Developing relevant international standards

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# **2013 CITA Conference, 15-17 May, Seville, Spain**

**Strategies for Benefiting Roadworthiness**  
Developing relevant international standards

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Vehicle Regulations (WP.29)  
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# Why a worldwide regulatory framework for vehicles is needed?

- Vehicle's industry is a global industry & essential economic sector
- Mitigate negative effects (accidents, pollutants, climate change)
- Regulatory framework: Nationally or internationally?
- Establishment of WP.29 in 1952
- WP.29 is the unique world forum for vehicle regulatory activities
- Developing **national** vehicle regulations is costly, long and technically difficult
- WP.29 regulations are cost free, technically sound and efficient
- Any country can use the WP.29 regulations by:
  - Acceding to the Agreements or
  - Applying the Regulations on national basis





**MY  
BOSS**

**WHO IS  
RESPONSIBLE FOR  
ROADWORTHINESS?**

LAW CREATOR  
(WP29)

ADMINISTRATIVE  
SERVICE

Type approval  
System (1958 Ag)

or  
UNGTR (1998 Ag)

MANUFACTURERS

TECHNICAL  
SERVICE

Periodical technical  
Inspection  
(1958 Ag)

SECTOR

DRIVER

WP.29 of UNECE is aiming at simplifying and harmonizing national and international regulations for vehicle's safety and their environmental protection through its Agreements



# Strong recognition of WP.29 by APEC

- Ministerial declaration at the 7th APEC Transportation Ministerial Meeting, San Francisco, United States of America, 14/09/2011: **“We also strongly encourage economies to participate in the World Forum for Harmonization of Vehicle Standards (WP 29) of the United Nations Economic Commission for Europe (UNECE).”**





# 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 cover this area

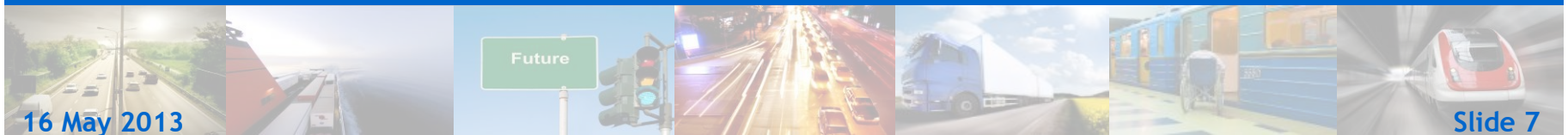






# The World Forum WP.29 administers 3 UN Legal Instruments (Agreements)

- The 1958 Agreement on vehicle regulations (1959): **129 UN Regulations** (constantly updated to technical progress). 3 more in the legal process for entry into force
- The 1997 Agreement on periodical technical inspections (2001):
  - **UN Rule No. 1 on emissions of pollutants (2001)**
  - **UN Rule No. 2 for roadworthiness (Safety aspects) (2012)**
- The 1998 Global (Parallel) Agreement on UN Global Technical Regulations (2000): **12 UN GTRs**
- Since 2007, WP.29 is also considering fuel quality standards
- Resolutions on Construction of vehicles, definitions and on tools
- Roadworthiness in the 1997 Agreement focusses on safety aspects





## The WP.29 structure

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

Committee for  
Coordination  
of Work (AC.2)

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

#### Active Safety

Lighting and light-  
signalling (GRE)  
Brakes and running  
gear (GRRF)

#### 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

Pollution and  
Energy (GRPE)  
Noise (GRB)

Around 40 non-permanent technical groups







# The 1997 Agreement

## 1 Status of the Agreement

- The Agreement entered into force on 27 January 2001
- Amendment to Article 12 of the Agreement (1 December 2004)
- Amendments to Articles 1, 2, 12 and to Appendix 2 to the Agreement (4 July 2007)

## 2 Status of the Rules annexed to the Agreement

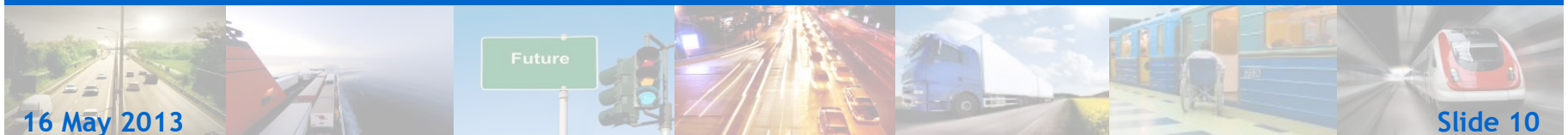
- Rule No. 1 (Emissions) entered into force on 4 December 2001 as Addendum 1 to the Agreement
- Amendment to Rule No. 1 (15 February 2007)

## 3 The Agreement is NOW completed with UN Rule No. 2





- Rule No. 2 (Roadworthiness) recently adopted
- In March 2011 WP.29 recommended its adoption (Russian Federation/CITA proposal)
- Entered into force on 3 February 2012
- 12 Parties: Needed half of them for quorum
- Vote in favour by > 2/3 majority of Parties present and voting
- Parties to the Agreement: Albania, Belorussia, Bulgaria, Estonia, Finland, Hungary, Kazakhstan, Netherlands, Moldova, Romania, Russian Federation and Ukraine





# Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

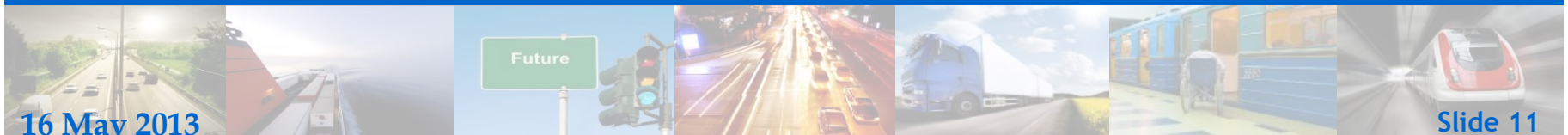
Members of UN

Members of the United Nations that participate in UNECE activities

The 1997 Agreement provides:

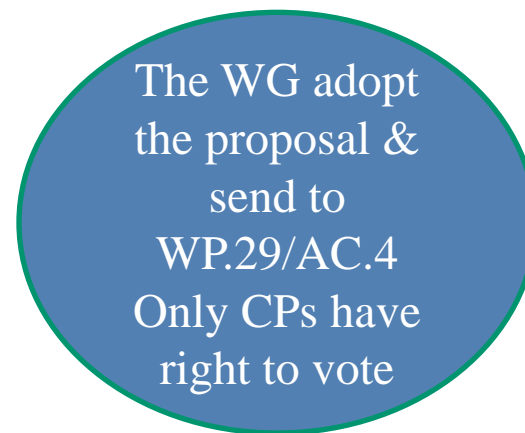
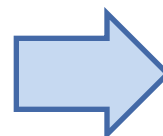
Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use

Reciprocal recognition of certificates of such inspections of all CPs of the Agreement

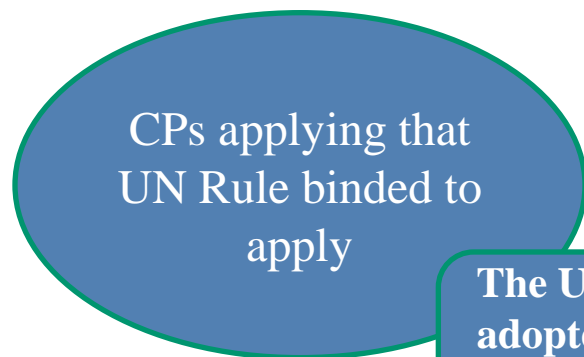
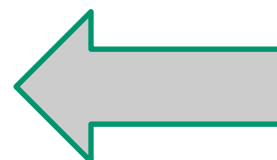




# Role of government experts in the decision making process



WP.29 adopt the proposal with 2/3 majority





# Future of the Agreement (1)

1. The existing UN Rules are not at the same level of stringency of the most developed requirements like CITA and EU Directives provisions
2. WP.29 questioned how to define the future of the Agreement and its UN Rules, taking into account:
  1. Parties to the Agreement EU and Non-EU countries
  2. Special situation of the EU countries
3. Parties to the Agreement, WP.29 representatives and stakeholders (CITA) are participating in the definition





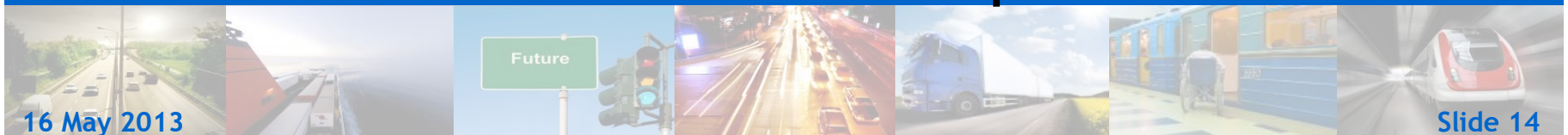
# Future of the Agreement (2)

- **SHORT TERM:**

1. Extension of Rules to cover  $M_1$  and  $N_1$  vehicles
2. Invite American, East-European, SPECA and African countries to accede to the Agreement

- **OPTIONS FOR OTHER SHORT TERM ACTIONS**

1. Adaptation of the technical provisions to align them to the provisions of the European Union Directive
2. Keep the Rules as a minimum for countries without a PTI system
3. CITA's advice and action was required







# Future of the Agreement (3)

- **LONG TERM OPTIONS**

1. Continue with the current status
2. Change the Philosophy to become a set of harmonized technical provisions for vehicles in use derived from those of the 1958 & 1998 Agreements
3. Development of Rules in parallel to the UN Regulations annexed to the 1958 Agreement
4. Inter-connexion with the 1968 Vienna Convention on Road Traffic and with WP.1 (WP on Road Traffic Safety)





# DECISIONS TAKEN

1. Russian Federation and CITA prepared an update of UN Rule No. 2 to:
  - Include  $M_1$  and  $N_1$  categories of vehicles
  - Update the UN Rule to the level of the EU Directives
2. At the March 2013 session amendments to UN Rule 1 with similar goals was considered by WP.29
3. A road Map was adopted for the near future of the Agreement
4. Assistance is needed to expand the Agreement to
  - East Europe and Caucasus,
  - Central and South America and
  - Africa

with the assistance of the CITA's regional committees





## The World Forum WP.29 is:

1. The unique worldwide centre for global harmonization of vehicle regulations
2. Transparent
3. Open to all UN countries
4. NGOs can participate (consultative status)

[www.unece.org/trans/main/welcwp29.htm](http://www.unece.org/trans/main/welcwp29.htm)





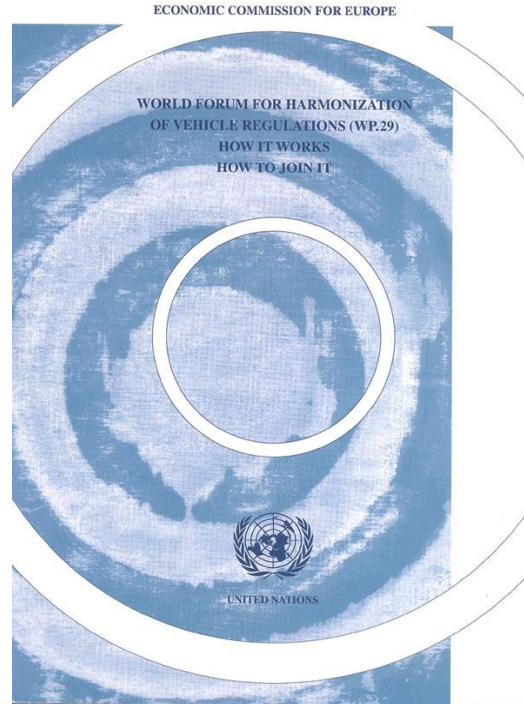
# UNECE - Transport Division







## WP.29 – How It Works/How to join it?



<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29pub.html>

## THANK YOU FOR YOUR ATTENTION

