

Georgia Road Safety Performance Review Capacity Building Workshop 26-27 April 2017 Kachreti

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Vehicle Regulations and Transport Innovations*



Kachreti, April 2017

United Nations road safety legal instruments

**Vehicle Agreements
approval – certification – inspection**

Walter Nissler
Vehicle Regulations and Transport Innovations



Content

- I. WP.29
 - a) WP.29 Activities
 - b) WP.29 scope and organization

- II. The tools of WP.29
 - a) Vehicle approval: the 1958 Agreement
 - b) Vehicle certification: the 1998 Agreement
 - c) Periodic technical inspections(PTI): the 1997 Agreement

- III. Safer vehicles by implementation of the UN Vehicle Agreements



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

- UNECE Sustainable Transport Division: secretariat to WP.29 for more than 50 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?



Emissions of pollutants and CO₂



General safety



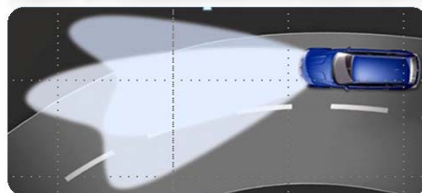
Passive safety



Noise

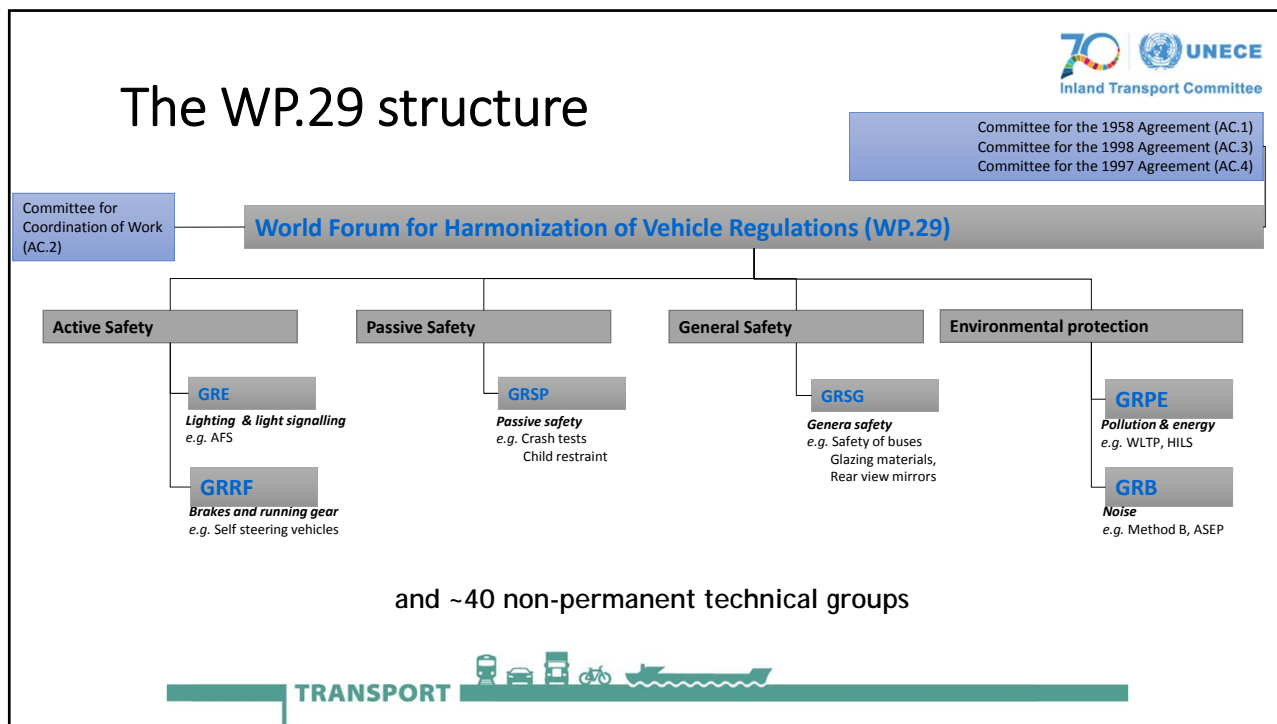


Active safety



Lighting and light signalling





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)

Countries contracting parties to Vehicle Regulations Agreements
Number of Agreements

No other worldwide organization covers this area

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- III. Safer vehicles by implementation of the UN Vehicle Agreements



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)

Elimination of barriers to trade



Principal Elements of the 1958 Agreement

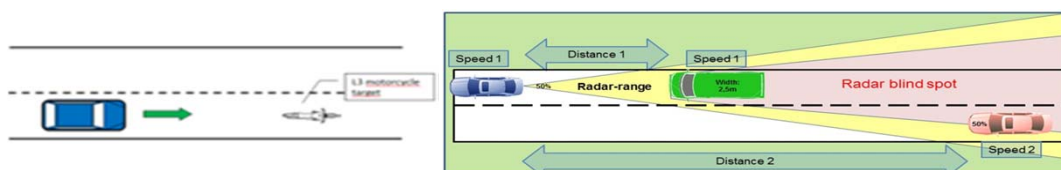
All vehicle parts and systems approved according to UN Regulations under the 1958 Agreement bear the unique **E**-marking



Latest Developments in Vehicle Regulations

Requirements for automated driving functions currently under discussion (finalisation/adoption expected in March 2017)

- Low speed manouvers (valet parking)
- Autopilot for highway/express-way



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 Global Technical Regulations
GTRs

No administrative provisions
(for self certification and homologation)

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Principal Elements of the 1998 Agreement

Contracting Parties to the 1998 Agreement

Commit themselves to implement a GTR into national legislation, when voting in favour

Need a system/agency for market surveillance and enforcement of production compliance

The 1998 Agreement requests

Regular reporting by Contracting Parties on the implementation of GTRs in their national law

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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 for cross-border use of vehicles

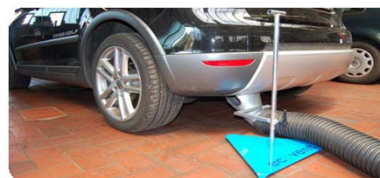


Principal Elements of the 1997 Agreement

1997 Agreement

UN Rule No. 1

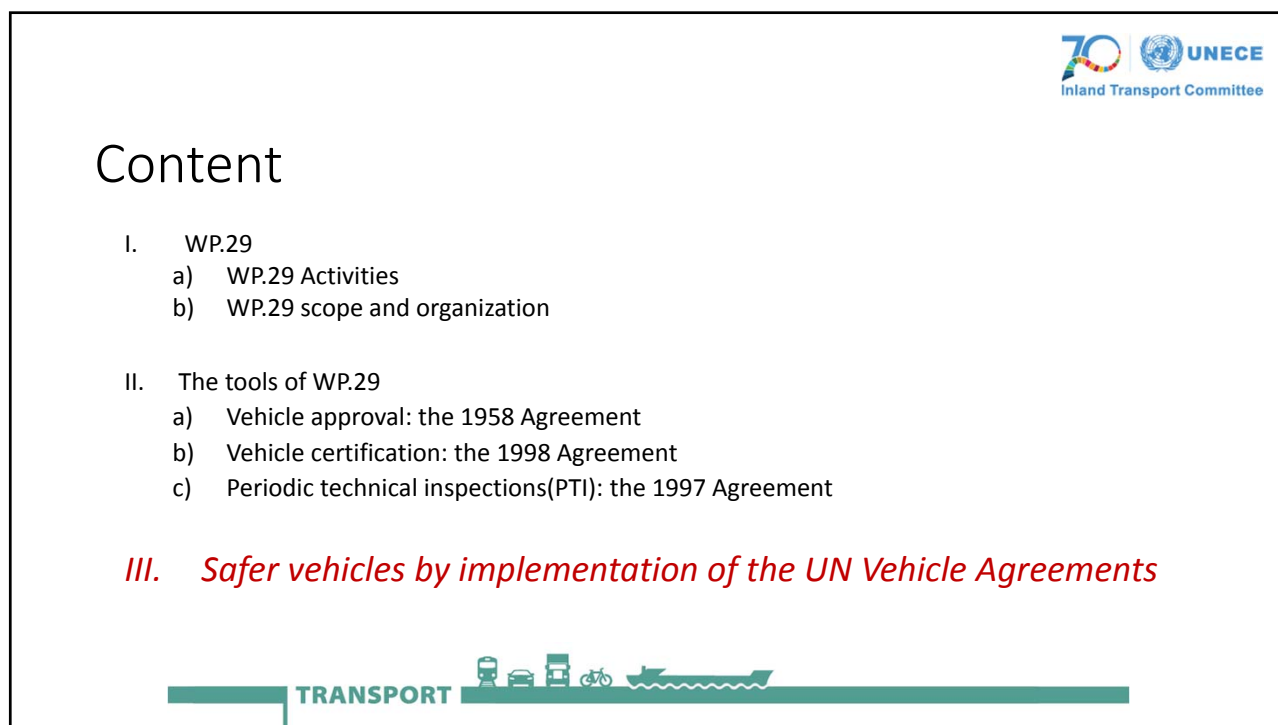
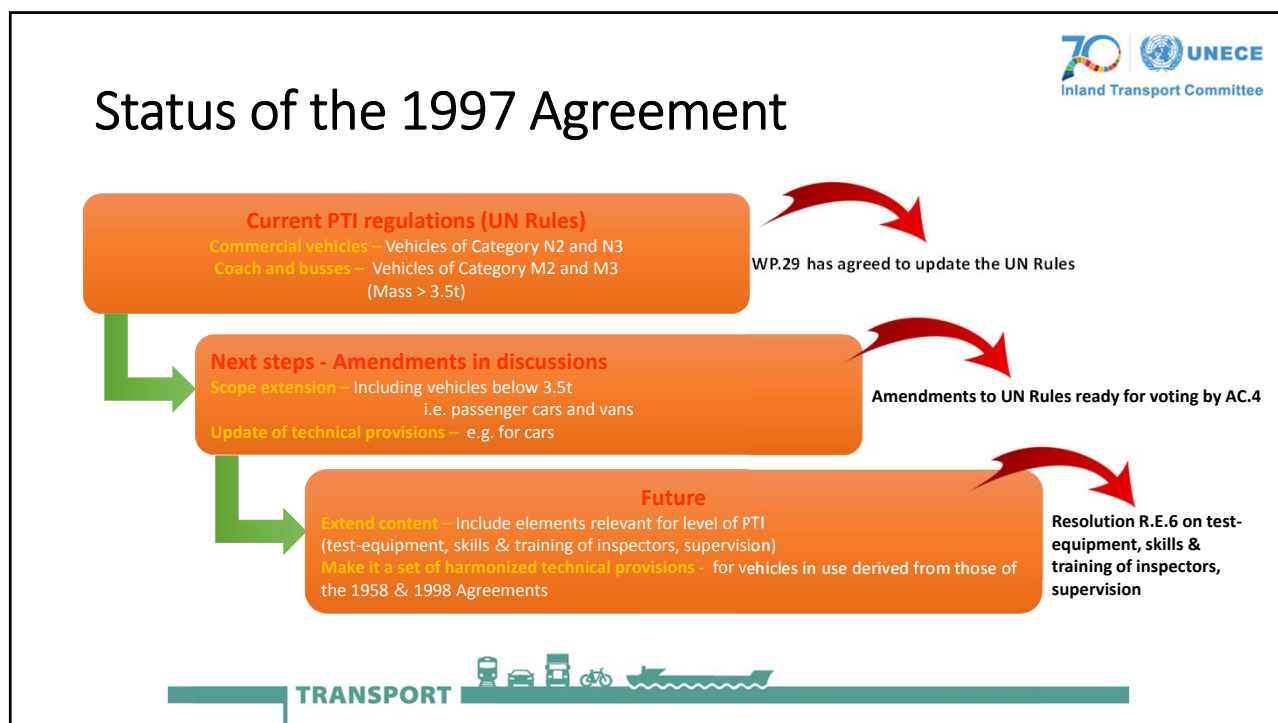
For environmental issues



UN Rule No. 2

For safety inspection





Implementation of 1958 Agreement



- Amendments to national legislation
 - Requirements for vehicle approval (e.g. reference to UN Regulations)
 - Requirements for reciprocal recognition of UN approvals
 - Requirements for vehicle registration (e.g. vehicle approval as prerequisite)
 - Responsibilities and sanctions
- Type Approval Authority
 - Administrative procedures for granting, extending, suspension of approvals
 - Assessment, designation and notification of technical services
 - Conformity of production procedures
 - Acting as liaison point to other TAAs and the WP.29 secretariat
- Technical Services
 - May also be located outside the country/in any other Contracting Party

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Implementation of 1998 Agreement



- Amendments to national legislation
 - Fully transposition of the UN GTR into national legislation
 - Introduce provisions for self-certification or homologation
 - Requirements for vehicle registration (e.g. vehicle certification as prerequisite)
 - Responsibilities and sanctions
- National Authority for market surveillance and enforcement of production compliance
 - Procedures for market surveillance and enforcement of production compliance
 - Technical capacity for performing compliance tests once vehicle models are put on the market
 - Enforcement of re-call activities and sanctions against manufacturers
 - Acting as liaison point to the WP.29 secretariat
 - Mandatory status report to AC.3

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Implementation of 1997 Agreement



- Amendments to national legislation
 - Requirements for periodic technical inspection (e.g. reference to UN Rules and R.E.6)
 - Requirements for reciprocal recognition of PTI certificates for cross border traffic
 - Requirements for vehicle registration (e.g. PTI as prerequisite)
 - Responsibilities and sanctions
- National PTI Authority
 - Administrative procedures for granting, extending, suspension of authorisation for PTI test centres and for inspectors
 - Requirements for test centres, equipment, skills & training of inspectors and supervision of test centres
 - Acting as liaison point to other PTI Authorities and the WP.29 secretariat
- Test Centres

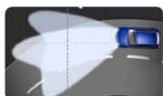
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The most important UN Vehicle Regulations to make a change to road safety



Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Active safety			
Brakes	R13 H (incl. ESC) GTR 8	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety		R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Rear underrun protection			R 58
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48



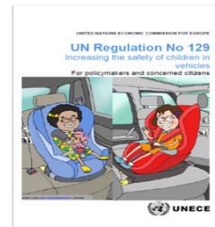
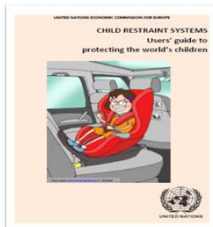
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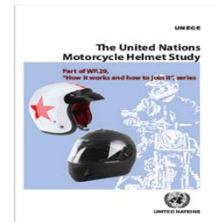
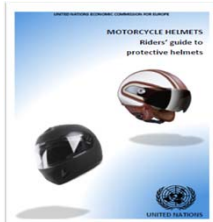
Leaflets and Publications



- Child restraint systems



- Motorcycle helmets



SAFE, CLEAN, SECURE AND EFFICIENT MOBILITY FOR PEOPLE AND FREIGHT

The future Inland Transport WE WANT!

enablers	objectives
Inclusive International Legal Architecture	Seamless B / C
Effective Public Administration	Facilitated international transport
International Cooperation	Reduced GHG emissions
Innovative Financing	Reduced air / noise pollution
New Technologies	Increased P.T. Mobility Choices
Social Responsibility	Zero traffic fatalities and injuries
	Efficient transport services
	Enjoyable walking and cycling



**THANK YOU
FOR YOUR ATTENTION**

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