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Other Business – Revision of the publication

"WP.29: How it works, how to join it"

Proposal to update the World Forum WP.29 publication ("The Blue Book")

Submitted by the Chair of the World Forum WP.29*

The text reproduced below was prepared by the Chair of the World Forum WP.29 in order to update the Foreword, several chapters, to mention the International Whole Vehicle Type Approval (IWVTA) and the possible amendment of the 1958 Agreement (ECE/TRANS/WP.29/1087, para. 94).

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Pages 1 to 6, delete foreword, acknowledgement and Chapter 1

Add a new Chapter 1 to read:

"Chapter 1

Foreword and Executive Summary

This is the third edition of the publication, currently referred to as the Blue Book, which gives precise information on WP.29, the World Forum for Harmonization of Vehicle Regulations: its background, its administrative and legal framework with an user's guide, and the three international United Nations (UN) Agreements which are administered by the World Forum WP.29.

The World Forum is a permanent Working Party within the institutional framework of the United Nations, which has specific terms of reference and rules of procedure. The most important part of the terms of reference is to administer three international UN Agreements on motor vehicles: the 1958 and 1998 Agreements on the construction and performance requirements of vehicles, and the 1997 Agreement on periodical technical inspection. WP.29 ensures consistency between the three types of UN regulations and rules developed in the legal framework of these Agreements.

Participation to WP.29 is open to any country member of the United Nations and any Regional Economic Integration Organization (REIO) set up by these countries, which may become Contracting Parties to the Agreements. Governmental organizations (GOs) and non-governmental organizations (NGOs) may also participate in a consultative capacity.

The work of the World Forum WP.29 is transparent: all agendas, working documents and reports are freely accessible to everybody on the Internet website of WP.29.

The main features of the Agreements administered by WP.29 are as follows:

The 1958 Agreement provides the legal and administrative framework for establishing harmonized international UN Regulations (which are annexed to the Agreement and have its full legal value), for granting type approvals according to the specifications of each UN Regulation, and for the mutual recognition of the type approvals granted by each Contracting Party. Contracting parties are not obliged to apply all the UN Regulations annexed to the Agreement: they may choose those, if any, they decide to apply when accede to the Agreement. This Agreement has currently 49 Contracting Parties and 127 UN Regulations annexed to it. The UN Regulations are updated, whenever appropriate, to take into account political guidance from the Contracting Parties, the evolution of scientific knowledge and technological progress.

The 1998 Agreement provides that Contracting Parties will establish, by consensus vote, global technical regulations (gtrs) in a registry. The provisions of the gtrs are only technical (test procedures) and mention whenever possible performance requirements. The Contracting Parties keep some degree of freedom in the process of transposition of the gtrs in their national administrative system. This Agreement has currently 31 Contracting Parties and 11 gtrs have been included in the global registry.

The 1997 Agreement provides that Contracting Parties will establish rules on periodical inspections of vehicles and shall reciprocally recognize the international inspection certificates granted according to the Rules annexed to the Agreement.

For each Agreement, the final decisions on new UN regulations and rules and amendments to existing ones are taken, according to the internal provisions of the corresponding

Agreement, by the Administrative or the Executive Committees, which are exclusively composed of the Contracting Parties to the Agreements represented by their Governments. Before the decision, all the preparatory work is done openly and transparently in WP.29 with the participation of all representatives of countries, being Contracting Parties or not, and experts from GOs and NGOs.

Thanks to its long experience, its expertise and the involvement of all interested stakeholders, WP.29 has shown its ability to produce high quality UN Regulations in a timely manner. Contracting Parties, as the European Union, have decided to organize their internal legislation by a direct reference to UN Regulations annexed to the 1958 Agreement. Furthermore, some of these UN Regulations have been recognized, on a voluntary basis, by countries which are beyond the existing Contracting Parties."

Chapter 2 remains unchanged

Chapter 3, first paragraph, page 10, amend to read:

"WP.29 is a Working Party under the United Nations Economic Commission for Europe's Inland Transport Committee. As stated previously, it has now become the World Forum for the Harmonization of Vehicle Regulations (WP.29) - see organizational chart below. Its role and that of its subsidiary Working Parties is to develop new UN Regulations, harmonize existing UN Regulations and amend and update current ~~UNECE~~ UN Regulations that address the areas of concern covered by the Agreements administered by WP.29."

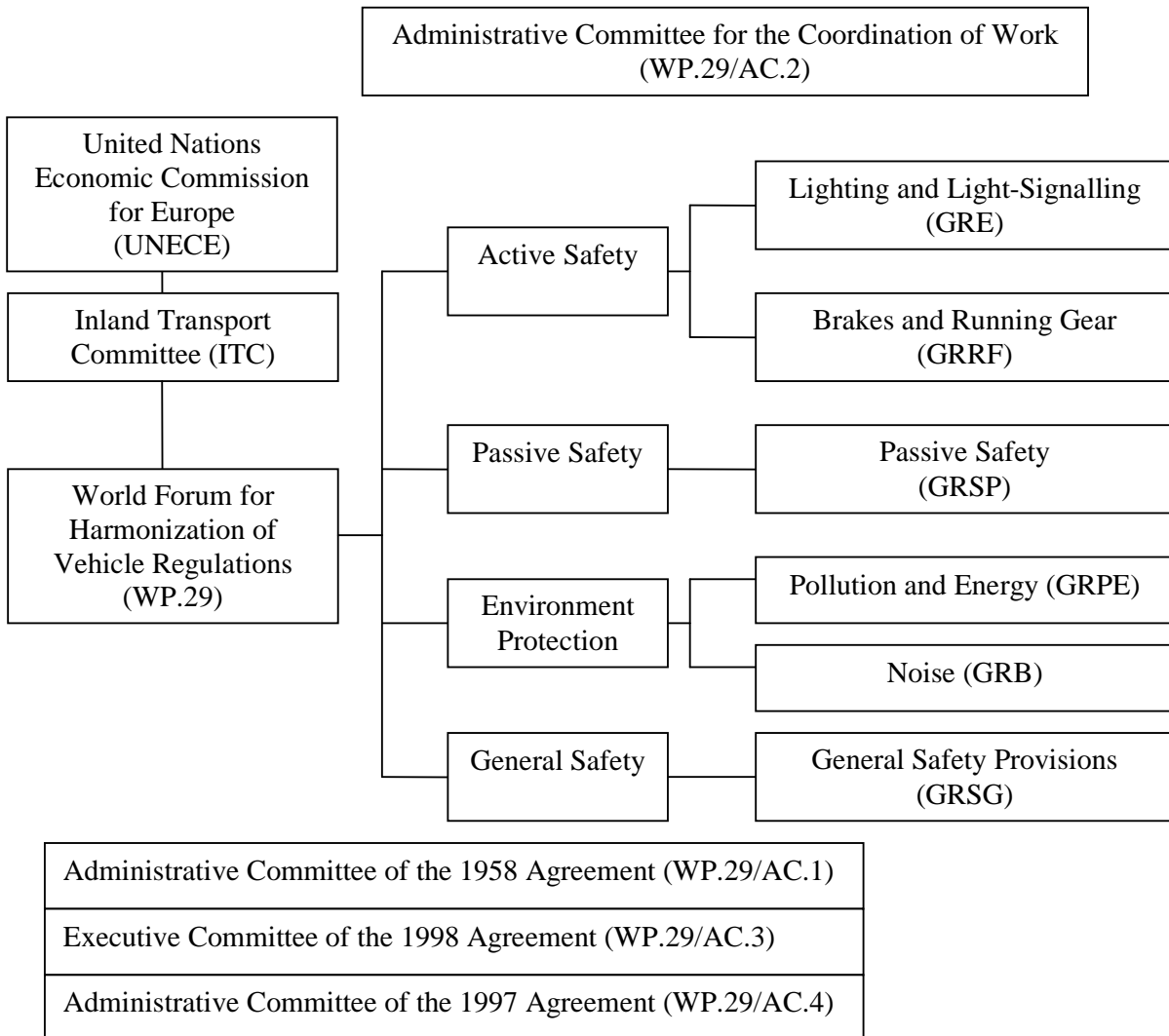
Chapter 3, second paragraph, page 11, add new subparagraph to read:

"Individual UN Regulations have been established to address the specific safety requirements for LPG (liquefied petroleum gas), CNG (natural compressed gas) and electric vehicles. Existing UN Regulations have been adopted, and will be whenever appropriate, to take into account new technologies such as plug in hybrid vehicles. A task force has been established on the project "hydrogen and fuel cell vehicles", to prepare grts covering both safety and environmental issues for those vehicles."

Chapter 3, page 12, Chart 1, amend to read:

"Chart 1

Organization of WP.29



Chapter 4, first paragraph, page 13, amend to read:

"The 1958 Agreement

The 1958 Agreement was done on 20 March 1958, entered into force on 20 June 1959, amended on 10 November 1967, and again revised on 16 October 1995 ~~under the auspices of the UNECE WP.29~~. The purpose of the Agreement is to provide procedures for establishing uniform prescriptions regarding new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under UN Regulations annexed to this Agreement. ~~At the moment, reciprocal recognition under the Agreement is only for vehicle systems, parts and equipment, not for the entire vehicle.~~ UN Regulations adopted by Contracting Parties pursuant to the Agreement govern the approval of motor vehicles and motor vehicle equipment for sale in those countries. The Agreement ~~was originally intended to~~ **addresses only** safety requirements, ~~but has since been amended to encompass~~ environmental (air and noise pollution emission), energy and anti-theft prescriptions."

Chapter 4, page 13, insert a new paragraph to read:

"Currently, reciprocal recognition under the Agreement applies to vehicle systems, parts and equipment, not for the entire vehicle. In March 2010, the World Forum WP.29 decided to launch the International Whole Vehicle Type Approval (IWVTA) project, and established an informal group with terms of reference covering the period 2010–2016. In addition to the work linked to the IWVTA concept, the informal group shall also make the inventory of the items of the 1958 Agreement which need to be revised or complemented."

Chapter 4, page 13, second paragraph, amend to read:

"The 1958 Agreement currently has ~~38~~ **49** Contracting Parties, of which ~~33~~ **41** are European UNECE member countries. Other Contracting Parties include the European Union (Regional Economic Integration Organization), Japan, Australia, South Africa, ~~and~~ New Zealand, **Republic of Korea, Malaysia, Thailand and Tunisia**. Chart 2 lists the Contracting Parties to the Agreement and the date of application of the Agreement by those Parties. ~~Ireland is a European Community Member State, which by virtue of the European Community accession to the Agreement applies the UNECE Regulations that the Community applies.~~"

Chapter 4, page 13, third paragraph, amend to read:

"The Agreement has ~~114~~ **127** ~~UNECE~~ UN Regulations annexed to it. These UN Regulations govern **all categories of road vehicles and non-road mobile machinery** ~~passenger cars, light trucks, heavy trucks, trailers, mopeds and motorcycles, public service vehicles, and other vehicle types~~ and their equipment and parts, and have been adopted to varying degrees by the Contracting Parties. The reciprocal recognition of type approvals among Contracting Parties applying the UN Regulations has facilitated trade in motor vehicles and equipment throughout Europe. ~~In recent years, the WP.29 has been used as forum for harmonizing UNECE Regulations and EC Directives.~~

More specifically, in recent years, the European Union has decided to replace as many EU directives as possible by the 1958 Agreement regulations, and to make direct reference to these UN Regulations in the

EU administrative body. For the complete text of the 1958 Agreement, please refer to Annex II."

Chapter 4, page 14, delete second bullet point

Chapter 4, page 14, sixth bullet point, amend to read:

"A Contracting Party that has adopted an ~~UNECE~~ a UN Regulation annexed to the Agreement is allowed to grant type approvals for motor vehicle equipment and parts covered by that UN Regulation and is required to accept the type approval of any other Contracting Party that has adopted the same UN Regulation."

Chapter 4, Chart 2, amend to read:

"Chart 2

Contracting Parties to the 1958 Agreement

Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions (E/ECE/324-E/ECE/TRANS/505/Rev.2)

Date of entry into force:

Original version: 20 June 1959

Revision 1: 10 November 1967

Revision 2: 16 October 1995

<i>ECE symbol</i>	<i>Contracting Parties</i>	<i>Date of adhesion</i>
E 1	Germany ¹	28.01.1966
E 2	France	20.06.1959
E 3	Italy	26.04.1963
E 4	Netherlands	29.08.1960
E 5	Sweden	20.06.1959
E 6	Belgium	05.09.1959
E 7	Hungary	02.07.1960
E 8	Czech Republic ²	01.01.1993
E 9	Spain	10.10.1961

¹ Effective 3 October 1990, the German Democratic Republic acceded to the Federal Republic of Germany.

² Succession to Czechoslovakia, Depository notification C.N.229.1993.TREATIES of 14 December 1993.

<i>ECE symbol</i>	<i>Contracting Parties</i>	<i>Date of adhesion</i>
E 10	Serbia ³	12.03.2001
E 11	United Kingdom	16.03.1963
E 12	Austria	11.05.1971
E 13	Luxembourg	12.12.1971
E 14	Switzerland	28.08.1973
E 16	Norway	04.04.1975
E 17	Finland	17.09.1976
E 18	Denmark	20.12.1976
E 19	Romania	21.02.1977
E 20	Poland	13.03.1979
E 21	Portugal	28.03.1980
E 22	Russian Federation	17.02.1987
E 23	Greece	05.12.1992
E 24	Ireland ⁴	24.03.1998
E 25	Croatia ⁵	08.10.1991
E 26	Slovenia ⁶	25.06.1991
E 27	Slovakia ⁷	01.01.1993
E 28	Belarus	02.07.1995
E 29	Estonia	01.05.1995
E 31	Bosnia and Herzegovina ⁸	06.03.1992
E 32	Latvia	18.01.1999
E 34	Bulgaria	21.01.2000
E 35	Kazakhstan	08.01.2011
E 36	Lithuania	29.03.2002
E 37	Turkey	27.02.1996
E 39	Azerbaijan	14.06.2002

³ Succession to Yugoslavia, Depositary notification C.N.276.2001.TREATIES-3 dated 2 April 2001.

⁴ By virtue of accession to the Agreement by the European Union on 24 March 1998.

⁵ Succession to Yugoslavia, Depositary notification C.N.66.1994.TREATIES-10 of 31 May 1994.

⁶ Succession to Yugoslavia, Depositary notification C.N.439.1992.TREATIES-53 of 18 March 1993.

⁷ Succession to Czechoslovakia, Depositary notification C.N.184.1993.TREATIES, received on 20 July 1994.

⁸ Succession to Yugoslavia, Depositary notification C.N.35.1994.TREATIES of 2 May 1994.

<i>ECE symbol</i>	<i>Contracting Parties</i>	<i>Date of adhesion</i>
E 40	The former Yugoslav Republic of Macedonia ⁹	17.11.1991
E 42	European union ¹⁰	24.03.1998
E 43	Japan	24.11.1998
E 45	Australia	25.04.2000
E 46	Ukraine	30.06.2000
E 47	South Africa	17.06.2001
E 48	New Zealand	26.01.2002
E 49	Cyprus ¹¹	01.05.2004
E 50	Malta ¹¹	01.05.2004
E 51	Republic of Korea	31.12.2004
E 52	Malaysia ¹²	04.04.2006
E 53	Thailand ¹³	01.05.2006
E 56	Montenegro ¹⁴	03.06.2006
E 58	Tunisia	01.01.2008

⁹ Succession to Yugoslavia, Depositary notification C.N.142.1998.TREATIES-33 dated 4 May 1998.

¹⁰ Approvals are granted by its member States using their respective ECE symbol.

¹¹ By virtue of its accession to the European Union on 1 May 2004.

¹² Not bound by Article 10 of the Agreement.

¹³ Not bound by any of the Regulations and by Article 10 of the Agreement.

¹⁴ Succession to Yugoslavia, Depositary Notification C.N.1346.2006.TREATIES-3 dated 1 March 2007.

Chapter 4, Chart 3, amend to read:

"Chart 3

Contracting Parties to the 1998 Global Agreement

Concerning the Establishing of Global Technical Regulations for wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on wheeled Vehicles (E/ECE/TRANS/132 and Corr.1)

Date of entry into force:

Original version: 25 August 2000

<i>Contracting Party</i>	<i>Adhesion</i>	<i>Entry into force</i>
Canada	22 June 1999	25 August 2000 ¹⁵
United States of America	25 June 1998	25 August 2000 ¹
Japan	3 August 1999	25 August 2000 ¹
France	22 September 1999	25 August 2000 ¹
United Kingdom	10 January 2000	25 August 2000 ¹
European Union	18 October 1999	25 August 2000 ¹
Germany	11 May 2000	25 August 2000 ¹
Russian Federation	26 July 2000	25 August 2000 ¹
People's Republic of China	10 October 2000	9 December 2000
Republic of Korea	2 November 2000	1 January 2001
Italy	1 December 2000	30 January 2001
South Africa	14 June 2000	17 June 2001
Finland	8 June 2001	7 August 2001
Hungary	22 June 2001	27 August 2001
Turkey	3 July 2001	1 September 2001
Slovakia	7 November 2001	6 January 2002
New Zealand ¹⁶	27 November 2001	26 January 2002
Netherlands ¹⁷	4 January 2002	5 March 2002

¹⁵ The Agreement entered into force on 25.08.00, (see Depositary notification: CN.557.2000.TREATIES-8).

¹⁶ New Zealand: Territorial exclusion for Tokelau (27.11.01, Depositary Notification CN.1497.2001.TREATIES-7, 04.01.02 dated 04.01.02).

<i>Contracting Party</i>	<i>Adhesion</i>	<i>Entry into force</i>
Azerbaijan	15 April 2002	14 June 2002
Spain	24 August 2000	22 June 2002
Romania	25 April 2002	24 June 2002
Sweden	3 December 2002	1 February 2003
Norway	30 September 2004	29 November 2004
Cyprus	12 April 2005	11 June 2005
Luxembourg	16 September 2005	15 November 2005
Malaysia	3 February 2006	4 April 2006
India	21 February 2006	22 April 2006
Lithuania	26 May 2006	25 July 2006
Republic of Moldova	16 January 2007	17 March 2007
Tunisia	2 November 2007	1 January 2008
Australia	8 April 2008	7 June 2008

Chapter 4, page 20 "The 1997 Agreement on periodical inspections", delete the first five paragraphs, and replace them with new text:

"The 1997 Agreement on Periodical Technical Inspections

The 1997 Agreement was done at Vienna on 13 November 1997, during the UNECE Regional Conference on transport and environment. The Agreement provides the legal framework and procedures for the adoption of uniform Rules for carrying out technical inspections of vehicles in use and delivering international certificates of inspection. For the complete text of the 1997 Agreement, please refer to Annex IV.

At the time when the Agreement was done, the regulatory and technical situation of the heavy duty vehicles was broadly different in the European countries, and it was considered that fixing a minimum level of environmental performances for these vehicles in use was useful in order to facilitate the intra-European traffic of commercial vehicles. The real situation changed quickly after 1997, and the European Union decided not to become a Contracting Party to this Agreement.

So this Agreement is not, in Europe, an important part of the international vehicle regulatory system.

Nevertheless, technical Rules for vehicle inspection have been annexed to the Agreement, with the technical contribution of WP.29 participants and in particular of the International Motor Vehicle Inspection Committee (CITA).

¹⁷ Netherlands: Territorial application for the Netherland Antilles (30.04.03, Depository Notification C.N.343.2003.TREATIES-1 dated 29.06.2003).

These Rules may be considered as useful by countries which wish to introduce, in their national legislation, a periodic inspection system based on international expertise.

It is envisaged, with cooperation and support from CITA which has broad international membership, to develop and update on a regular basis the technical Rules annexed to the Agreement."

Chapter 4, Chart 4, amend to read:

"Chart 4

Contracting Parties to the 1997 Agreement

Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of wheeled Vehicles and the Reciprocal Recognition of such Inspections (ECE/RCTE/CONF./4)

Date of entry into force:

Original version: 27 January 2001

<i>Contracting Parties</i>	<i>Signature, Ratification, Acceptance or accession date</i>	<i>Application of Agreement on</i>
Russian Federation	13 November 1997 by signing	27 January 2001
Estonia	9 September 1998 by accession	27 January 2001
Netherlands	5 February 1999 by ratification	27 January 2001
Romania	24 February 1999 by ratification	27 January 2001
Hungary	28 November 2000 by ratification	27 January 2001
Finland	20 April 2001 by ratification	19 June 2001
Bulgaria	11 July 2003 by accession	9 September 2003
Belarus	3 March 2004 by accession	1 May 2004
Albania	23 December 2004 by accession	20 February 2005
Ukraine	17 January 2007 by ratification	18 March 2007
Republic of Moldova	6 December 2007 by accession	3 February 2008

Signatories Pending Ratification

Austria	13 November 1997
Belgium	13 November 1997
Cyprus	13 November 1997
Czech Republic	13 November 1997
Denmark	13 November 1997
France	13 November 1997
Georgia	13 November 1997
Germany	13 November 1997
Greece	13 November 1997
Ireland	13 November 1997
Italy	13 November 1997
Portugal	13 November 1997
Slovakia	29 June 1998
Spain	13 November 1997
Sweden	13 November 1997
Switzerland	13 November 1997
United Kingdom	13 November 1997

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