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**Concerning Inspection of Compliance of In-Use Vehicles
to the ECE Regulations with regard to Noise and Pollutant Emissions**

Transmitted by the Russian Federation

The 1997 Vienna Agreement along with the attached Rules is applied in accordance with adopted and entered into force on January 27, 2001 amendments to the 1971 European Agreement supplementing 1968 Convention on Road Traffic.

Those amendments (document E/ECE/813 & E/ECE/TRANS/567/Amend.2) include additions to the Articles 39 and 40 of 1968 Convention on Road Traffic, which state that motor vehicles in international traffic whose permissible maximum mass exceeds 3,500 kg, except those used for the carriage of persons and having not more than 8 seats in addition to the driver's seat, after two years from date of entering into force of the said amendments (i.e. from January 27, 2003), shall have met as a minimum the technical requirements of the series of amendments to the relevant ECE Regulations in force at the date of their first registration after the manufacture. The said vehicles shall satisfy specific requirements set in the relevant ECE Rules, which shall be confirmed by the duly completed international technical inspection certificate. For the vehicles manufactured or the first time registered after January 27, 2003 such certificate is issued and renewed in case of compliance with regard to noise and pollutant emissions set in the aforesaid ECE Regulations.

The said condition imposes the obligation to require confirmation of conformity of a particular vehicle the above-mentioned ECE Regulations at the time of each technical inspection. According to the Article 12 of the 1997 Vienna Agreement, the subsequent periodic technical inspection may be carried out by different technical inspection center, perhaps located in different state than that issued the certificate and performed the first inspection.

Therefore the question has aroused, how the compliance with the aforesaid ECE Regulations of the particular vehicle can be confirmed.

Obviously, the document is necessary for this purpose, which is supplied with each vehicle and is at its driver. The certificate of compliance supplied by a manufacturer with each vehicle and containing the information on noise level and emissions of pollutant gases, measured at the time of type approval of such a vehicle.

However, not all the countries have a legislation stipulating issuance of such a document.

The solution for confirmation of compliance might have become easier, if the manufacturer's plate had contained official type approval marking with respect to the ECE Regulations. Unfortunately manufacturers do not always place such information on vehicles.

The compliance of the particular vehicle with regard to noise and pollutant emissions set in the ECE Regulations may be confirmed if the competent authority, who carries out technical inspections, has a copy of the communication concerning official approval of a vehicle type with regard to relevant ECE Regulations. However, there is no reliance that the necessary document will appear at the competent authority at the time of the technical inspection, and receipt of such document from the administrative department, which has issued it (knowing of the country of issuance is also required) may take a long time incompatible to terms of realization of actual technical inspection.

The possible solution of such a concern might be a request to the electronic database on type approvals, which creation is now being discussed at the World Forum WP.29, but such database does not exist yet, and the above-mentioned confirmation of compliance is already required from the beginning of 2003.

As a measure for solution of a concern of confirmation of compliance of the particular vehicle to the ECE Regulations on noise and pollutant emissions, the Russian Federation proposes to add to the content of the international technical inspection certificate as appeared in the Appendix 2 to the 1997 Vienna Agreement a line with records of the type approval numbers of such vehicle with respect to the relevant ECE Regulations.

In this case the question still exists how the compliance can be confirmed at the time of the first technical inspection after a vehicle manufacture. The competent authority that carries out such inspection in case of lack of the manufacturer's information plate perhaps should use for the confirmation of compliance the information received from the vehicle manufacturer or from the administrative department acting within the framework of the 1958 Geneva Agreement.

Perhaps the recommendation has to be issued to the manufacturers about obligatory placement on vehicles of the type approval marking with respect to the aforesaid ECE Regulations.