

Further steps for development of the 1997 Vienna Agreement

With regard to the 1997 Agreement on Periodical Technical Inspections (further as the Agreement), the Inland Transport Committee at its 71st session (ECE/TRANS/206, para 80) noted that the number of Contracting Parties to the Agreement (9) remained the same in 2008 and that the European Community had decided not to accede to the Agreement. The Committee also noted that in spite of this decision, the World Forum decided to continue the development of the Agreement and to develop a new draft Rule on periodical technical inspections with respect to safety of heavy commercial passenger and goods vehicles used in international transport, as well as the update of current Rule No. 1. For realization of the decision the World Forum approved proposal for the development of the 1997 Agreement (ECE/TRANS/WP.29/2009/77) and sent proposal for draft Rule No. 2 on uniform provisions for periodical technical inspections of wheeled vehicles with regard to their roadworthiness (ECE/TRANS/WP.29/2009/135) to the subsidiary groups for consideration. Some of the proposals mentioned in the documents are addressed to WP.1.

At the early stage of preparation the Agreement in cooperation with WP.1 certain amendments to the 1971 European Agreement supplementing the Convention on road traffic of 1968 were made. Motor vehicles in international traffic, as prescribed in the amendments, shall meet the minimum inspection requirements specified in the relevant Rules annexed to the Agreement (article 39, para 4 of the Convention as amended by the 1971 European Agreement). The compliance with the said requirements shall be checked during national periodic technical inspections. The driver of a motor vehicle shall, in proof of its passing a periodic technical inspection, as well as of its being in good working order, carry a valid, duly completed international technical inspection certificate. It shall conform to the provisions of Appendix 2 to the Agreement.

Therefore WP.1 is interested in development of the Agreement and consider it as an instrument for increasing road safety. All countries that signed the 1997 Agreement are the Contracting Parties to the 1971 European Agreement as well. In the circumstances the participation of WP.1 in further development of the Agreement is reasonable and WP.29 could coordinate the work.

For that purpose WP.29 should send the above mentioned documents (ECE/TRANS/WP.29/2009/77 and ECE/TRANS/WP.29/2009/135) to WP.1 and ask them to take part in the discussion and working out the proposals for future development of the 1997 Agreement.
