

PROPOSALS FOR FURTHER DEVELOPMENT AND IMPROVEMENT OF THE 1997 VIENNA AGREEMENT

INTRODUCTION

At the 163rd session of the World forum the decision to analyze the possible ways for development of the 1997 Vienna agreement, improving its efficiency, was made.

The Russian Federation put forward a number of initiatives (ECE/TRANS/WP.29/2009/77, ECE/TRANS/WP.29/2013/132/Rev.1, ECE/TRANS/WP.29/2013/133/Rev.1, WP.29-147-12 etc.), which were supported by the World forum and used in its work.

Results of the analysis of the current implementation of the Agreement and proposals for its further improvement are presented in the submitted document.

PROPOSALS

The Vienna agreement of 1997 solves some important problems:

- safety of the international automobile carriages;
- elimination of barriers for implementation of the international automobile carriages;
- ensuring compliance of the characteristics, confirmed at the type approval stage, during an operational phase till utilization;
- submission of the international standards incorporating the best practices in the sphere of traffic safety.

1. Ensuring road safety and elimination barriers for implementation of the international automobile carriages

Provisions of the 1968 Vienna convention on road traffic require to maintain roadworthiness the vehicles, participating in the international traffic.

Requirements for the vehicles in service and to their periodical technical inspection are established by the 1968 Vienna convention on road traffic, the 1997 Vienna agreement, the UNECE Consolidated Resolution R.E.1, and the Directive of the European Commission 2014/45/EU.

The majority of the Contracting Parties of the 1968 Vienna convention actively use the certificates, confirming compliance of the vehicle to requirements of roadworthiness, accepted within the European Conference of Ministers of Transport (ECMT) in development of the 1953 Protocol of the European conference of Ministers of Transport. ECMT, which members are all states of the European Union today, requires that onboard the vehicle there was a certificate, confirming its compliance to the roadworthiness requirements. ECMT prescribes the certificate form, an order for its filling and issue and conditions for mutual recognition.

Besides the international automobile carriages of passengers and freights are often carried out according to bilateral agreements between the countries in which requirements to technical condition of vehicles usually don't make a reservation.

Thus, there is a situation when possibilities of the 1997 Vienna agreement concluded under the auspices of the UN are used insufficiently and alternative ways for regulation of technical condition of vehicles are actively used.

Meanwhile there are no obstacles for accession of the majority of the countries to the 1997 Vienna agreement since equivalence of its requirements and procedures to national requirements of the countries and other international requirements is recognized the majority of the countries.

2. Ensuring compliance of the characteristics, confirmed at the type approval stage, during an operational phase till utilization

Type approval of vehicles and periodical technical inspection of their roadworthiness ensure the safety of vehicles at different stages of their life cycle. Thus the inspection of the technical conditions is a necessary procedure to ensure persistence of the characteristics, confirmed during the type approval of the vehicle, without excessive degradation during the whole service life. The regulations for type approval, developed in the framework of the 1958 Geneva agreement, are harmonized, and certification in most European countries is carried out according uniform methodology, and the results are mutually recognized.

The type approval regulations, developed in the framework of the 1958 Geneva agreement, must provide procedures for the technical inspection and contain the required data for that. This requirement has already been implemented. Approved Regulations No.130 and 131 include such provisions (paragraphs 5.6 and 5.5 of these regulations accordingly).

From other side the provisions of technical inspection should be developed in accordance with the requirements and methods used for the type approval. It is logical to assume that the requirements and methods of the inspection should be harmonized and its results shall be mutually recognized.

It allows us to assume that Contracting parties to the 1958 Geneva agreement could be Contracting parties to the 1997 Vienna agreement.

The 1997 Vienna agreement can be amended to improve its efficiency and confidence for the mutual recognition of the certificates. The agreement could be added with provisions for conformity of periodical technical inspection process, establishing requirements for inspection and test methods, test equipment, personnel and quality control.