EUROMED ACTIVITIES ON UN AGREEMENTS CONCERNING ROAD VEHICLES
Phases I and II

EuroMed RRU Transport Project

ITC, 23 – 26 February 2016
• In the context of **ENPI: European Neighbourhood and Partnership Initiative – South**
• **Concerned countries:** Algeria, Egypt, Israel, Jordan, Libyan, Libya, Morocco, Palestine, Syria, and Tunisia
• **Bureau of the project:** Tunis
• Phase I covered: Jordan, Morocco and Tunisia
• Phase II covered: Jordan, Morocco, Tunisia, Egypt and Israel
Project objectives

• **Land** transport
• **Regulatory** reform and adaptation
• Operational conditions as to facilitate **cross-border** transport
• **Safety** in land transport modes
• Sustainable and efficient transport in **urban areas**
• **Learning** from experience in the wider Mediterranean region
Project Objectives

- **Promote** the main UNECE Road Transport Agreements
- Better understand **benefits** and adopt **national legislation**
- **Share experiences** from countries implementing these agreements
- **Discuss** **potential reforms** in the field of road transport
The specific objectives are to:

- **Conduct a diagnosis** of the actual situation relating to vehicle regulations and compare it with UN related Agreements and EU Regulations/Directives.
- Having a clear picture of the actual situation, identify and suggest **appropriate legislative modification** to existing national legislation;
- **Promote accession to and implementation** of the UN 1958 Agreement and the UN 1997 Agreement;
- Organize on a demand driven basis **Capacity building events and Vehicle Type Approval workshops**; and
- Provide **ad-hoc TA on the accession to and implementation** of the respective Agreements and on the functioning of the vehicle type approval and periodical technical inspections systems
- **Extend** the pilot action done in Jordan, Tunisia and Morocco to Egypt and Israel

**Phase I: Pilot work in Jordan, Morocco and Tunisia**

**Phase II: Continuation and extension of the pilot work implemented in 2014**
Participating Countries - WP.29

- Jordan (Phases 1 & 2)
- Morocco (Phases 1 & 2)
- Tunisia (Phases 1 & 2)
- Israel (Phase 2)
- Egypt (Phase 2)
Jordan

- Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:
- No Contracting Party to the 1958 and 1997 Agreements
- Has a legal national system of Vehicle Type Approval (VTA)
- Jordan standards on VTA based on old versions of both UN Regulations annexed to the 1958 Agreement and on EU Directives and regulations
- Practical implementation of the VTA needs to be improved
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement
B. RECOMMENDATIONS:

• Accede to the 1958 and 1997 Agreement
• Modify the national legislation for an effective VTA system based on the UN Regulations of the 1958 Agreement. In future IWVTA
• Select a number of UN Regulations as mandatory for registration process and implement the rest by steps
• Implement, in practise, the VTA system
• Adapt the national PTI system to that of the 1997 Agreement, making its 2 UN Rules mandatory
• More Technical Assistance is needed
Morocco

- Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:

- No Contracting Party to the 1958 and 1997 Agreements
- Has a legal national system of Vehicle Type Approval (VTA)
- Its VTA system is based on more than 100 UN Regulations of the 1958 Agreement, but at the 1998 level
- The practical implementation of the VTA is near to that of the EU system concerning the Whole Vehicle Type Approval.
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement
B. RECOMMENDATIONS:

- Accede to the 1958 and 1997 Agreement
- Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement.
- Select a number of UN Regulations as mandatory for national VTA system and registration process, the same that of the EU
- Continue the application of the VTA based either on the EU Whole VTA system or on the UN Regulations of the 1958 Agreement. In future IWVTA
- Align the national PTI system to that of the 1997 Agreement, making its 2 UN Rules mandatory
- More Technical Assistance is needed
Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:

- Contracting Party to the 1958 and 1998 Agreements. No CP to the 1997 Agreement
- Has a legal national system of Vehicle Type Approval (VTA)
- Its legal VTA system is based on a generic reference to the approval of systems and components
- The practical implementation of the VTA is based on UN Regulations and EU Directives.
- Type Approval Authority has recently been nominated
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement, although needs more resources to apply all the provisions
Tunisia

B. RECOMMENDATIONS:

- Accede to the 1997 Agreement. (In process)
- Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement.
- Select a number of UN Regulations as mandatory for national VTA system and registration process and implement the rest by steps
- Continue the application of the VTA based either on the EU Whole VTA system or on the UN Regulations of the 1958 Agreement. In future IWVTA
- Align the national PTI legislation to that of the 1997 Agreement, making its 2 UN Rules mandatory
- Increase resources for a complete application of the provisions of the 1997 Agreement
- More Technical Assistance is needed
Israel

• Participated in phase 2 of Euro Med programme

A. FINDINGS:

• No Contracting Party to the 1958 and 1997 Agreements
• Has a legal national system of Vehicle Type Approval (VTA)
• Its VTA system is based on the WVTA of the EU acting as a EU Member State
• Israel also accepts vehicles in conformity with USA standards (NHTSA and EPA)
• Has a national Periodical Technical Inspection (PTI) system, which is the same of the EU
B. RECOMMENDATIONS:

• Accede to the 1958, 1998 & 1997 Agreements
• Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement and on the EU WVTA. In future IWVTA
• Apply the same UN Regulations applied by the EU as mandatory for national VTA system and registration process
• More Technical Assistance, if required by Authorities
• Participated in phase 2 of Euro Med programme

A. FINDINGS:

• Contracting Party to the 1958 no to the 1997 Agreements
• Has not a legal national system of Vehicle Type Approval (VTA)
• Preparing VTA system to be based on the IWVTA
• Apply all the UN Regulations.
• 10 UN Regulations mandatory. 35 more in 2017
• Has a national Periodical Technical Inspection (PTI) far from the 1997 Agreement. Building its 1st PTI station
B. RECOMMENDATIONS:

• Develop national legislation for a VTA system based on the UN Regulations of the 1958 Agreement. In future IWVTA
• Continue the mandatory application of UN Regulations by steps
• Accede to the 1997 Agreement
• Create a net of PTI centres
• Make the 2 UN Rules mandatory
• More Technical Assistance is required by Authorities
Regulated Activities

- Emissions of pollutants and CO$_2$
- General safety
- Passive safety
- Noise
- Active safety
- Lighting and light signalling
WP.29
How it works
How to join it?

Thanks for your attention