



**Economic and Social  
Council**

Distr.  
GENERAL

TRANS/WP.29/2003/53  
14 April 2003

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)  
(One-hundred-and-thirtieth session,  
24-27 June 2003, agenda items 6.2. and B.3.2.)

AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS  
FOR PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES AND  
THE RECIPROCAL RECOGNITION OF SUCH INSPECTIONS

**PROPOSAL FOR THE INTERPRETATION OF ARTICLE 12 OF THE AGREEMENT**

Transmitted by the representative of the Russian Federation

Note: The text reproduced below was prepared by the representative of the Russian Federation and distributed without a symbol (informal document No. 16) during the one-hundred-and-twenty-ninth session. It is transmitted for consideration to WP.29 and to the Administrative Committee (AC.4) of the Agreement (TRANS/WP.29/909, para. 155).

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**A. ALTERNATIVE PROPOSALS FOR THE INTERPRETATION OF ARTICLE 12**

1. For carrying out periodic technical inspections on behalf of another Contracting Party to the 1997 Agreement specific authorization shall be required for a technical inspection center (in such a way the interpretation of the Article 12 was agreed by WP.29 at its one-hundred-and-fourteenth session (TRANS/WP.29/609, para. 92).
2. The international traffic participants are granted the right for carrying out periodic technical inspections of their wheeled vehicles in any technical inspection center in their countries and in any other countries – Contracting Parties to the 1997 Agreement. That center, however, shall be duly authorized thereto by a competent authority of the country, where the vehicle is registered.
3. The above-said causes a necessity of informing of interested parties on existing in each country – Contracting Party to the 1997 Agreement technical inspection centers and their authorizations for carrying out periodic technical inspections on behalf of other countries – Contracting Parties to the 1997 Agreement.

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**B. BACKGROUND AND JUSTIFICATION**

The 1997 Vienna Agreement and its annexed Rule(s) shall be applied in accordance with the amendments (entered into force on 27 January 2001) to the 1971 European Agreement supplementing the 1968 Convention on Road Traffic.

Those amendments (document E/ECE/813 - E/ECE/TRANS/567/Amend.2) include additions to Articles 39 and 40 of the 1968 Convention, 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 the date of entering into force of the said amendments (i.e. from 27 January 2003), shall satisfy specific requirements set in the relevant ECE Rules. The compliance with the said requirements shall be checked at the time of periodical technical inspections, which shall be confirmed by the duly completed international technical inspection certificate.

This certificate shall be issued either by a competent authority of the Contracting Party in which territories the vehicle is registered, or subdivision thereof, or on behalf and by authorization of such Contracting Party, or subdivision thereof, by an association duly empowered thereto by that Contracting Party or subdivision thereof.

Consequently, the international technical inspection certificate can be issued by:

- (a) a competent authority of the Contracting Party in which territories the vehicle is registered;
- (b) a subdivision of a competent authority of the Contracting Party;
- (c) an association duly empowered thereto by the Contracting Party or subdivision thereof. This association, evidently, may locate outside the territories of the Contracting Party, inasmuch as the document does not stipulate differently.

In the item 12 of the international technical inspection certificate there is an indication that the subsequent periodic technical inspection may be done by another technical inspection center than that issued the certificate and carried out the first technical inspection. Since there is an indication on state (see footnote 2/ to the item 12.1 of Appendix 2 to the 1997 Agreement), evidently another technical inspection center may be located in any country – Contracting Party to the 1997 Vienna Agreement.

Thus, the 1997 Agreement strengthens the provision that the periodic technical inspection may be done by any technical inspection center located in any country – Contracting Party to the 1997 Vienna Agreement. That center however shall be duly empowered thereto by a relevant competent authority.

Taking into account the above-mentioned, the Article 12 of the 1997 Vienna Agreement: “Bodies or establishments designated and directly supervised by the Contracting Party may carry out periodical technical inspections in accordance with this Agreement on behalf by an other Contracting Party” may be interpreted in three alternative ways (see part A. of this document)

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