



UNECE - Transport Division

1997 AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS FOR RECIPROCAL RECOGNITION OF TECHNICAL INSPECTIONS

Presentation UNECE at the Trans European Motorways
Project (TEM), Ankara 30 March 2012

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UNECE TRANSPORT DIVISION

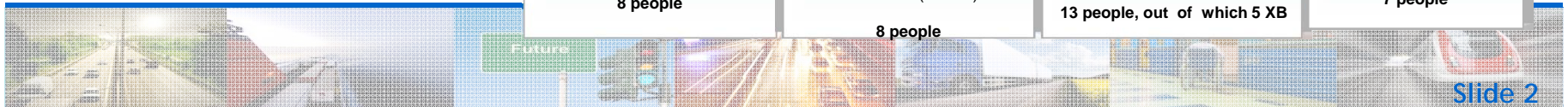
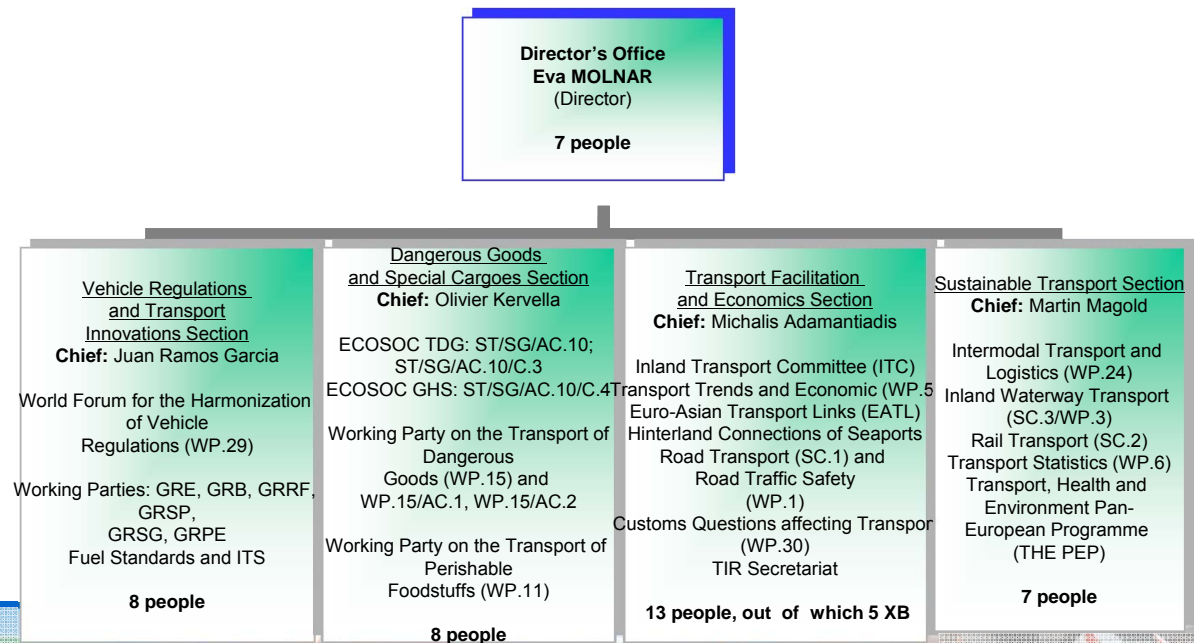


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UNECE, Regional Commission

- 57 countries
- Inland Transport Committee
 - with Working Parties
 - with global outreach

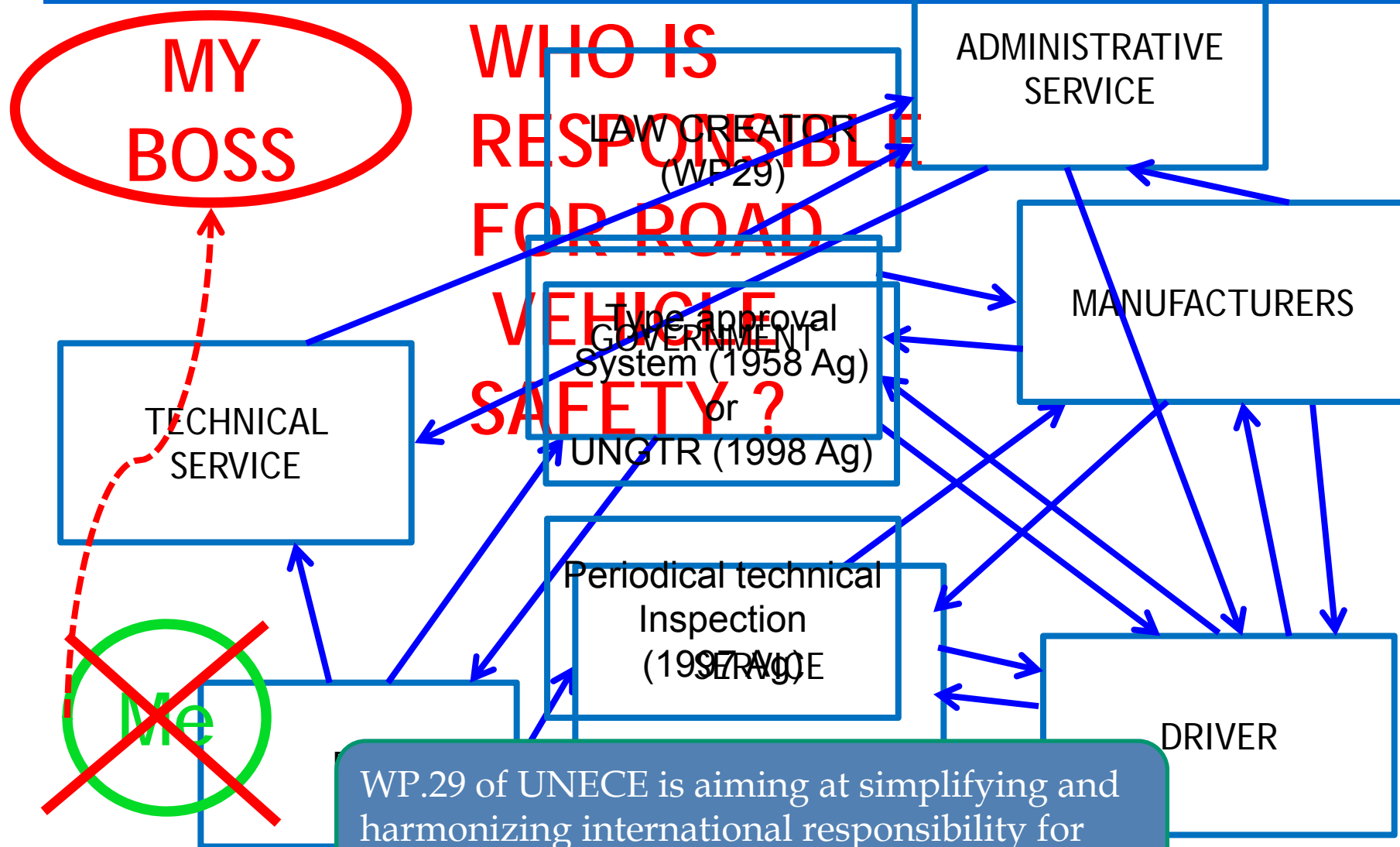
Centre of
International
Transport
Agreements





Why a worldwide regulatory framework for vehicles is needed?

- Motor industry is a global industry
- An essential economic sector
- Mitigate negative effects (accidents, pollutants, climate change)
- Regulatory framework: Nationally or internationally?
- Establishment of WP.29 in 1952



WP.29 of UNECE is aiming at simplifying and harmonizing international responsibility for road vehicle safety through its Agreements



UNECE World Forum administers 3 UN Legal Instruments (Agreements)

- The 1958 Agreement on vehicle regulations (1959): 127 Regulations constantly updated to technical progress
- The 1997 Agreement on periodical technical inspections (2001): Rule No. 1 on emissions of pollutants

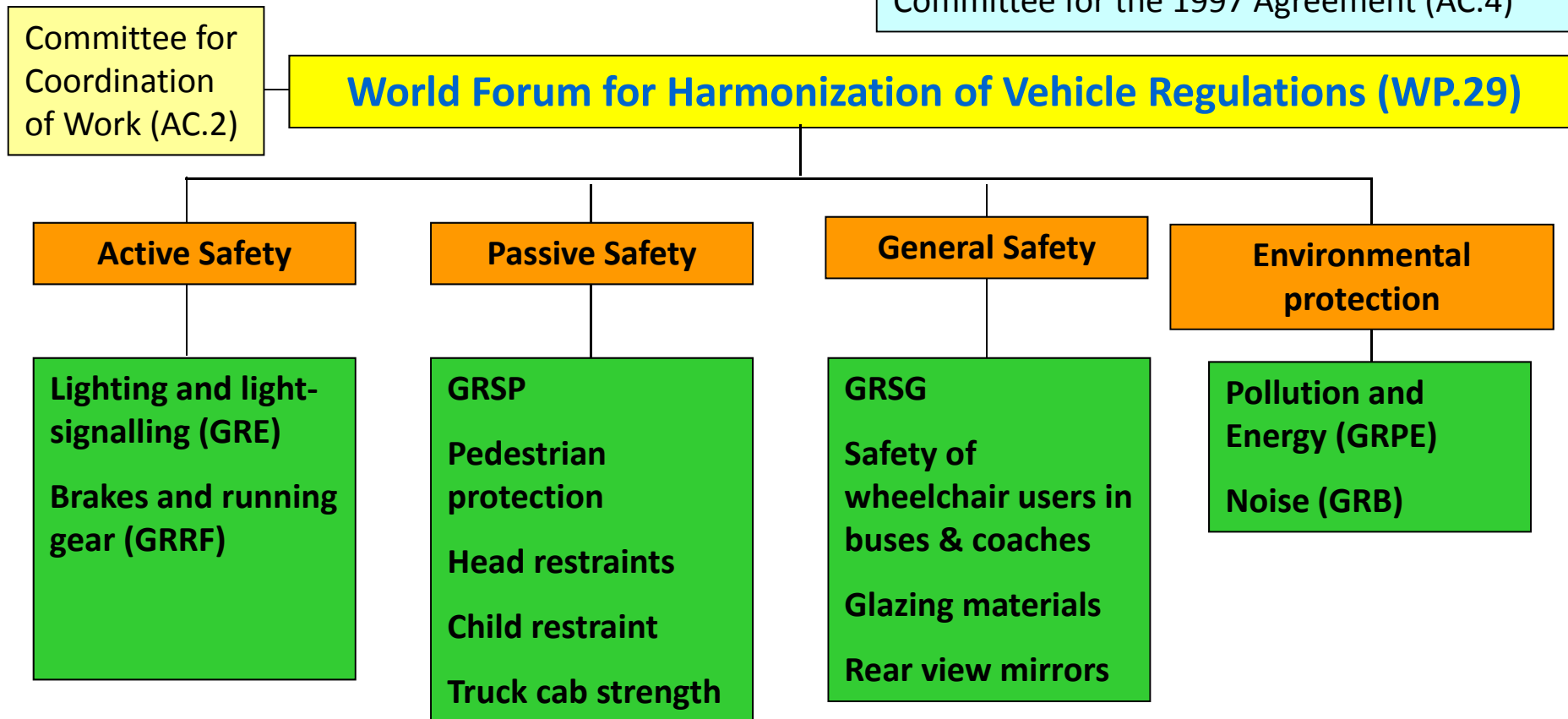
Rule No. 2 for Roadworthiness

- The 1998 Global (Parallel) Agreement on global technical regulations (2000): 12 regulations
- Since 2007, WP.29 is also considering fuel quality standards



The WP.29 structure

Committee for the 1958 Agreement (AC.1)
Committee for the 1998 Agreement (AC.3)
Committee for the 1997 Agreement (AC.4)



> 40 non-permanent technical groups



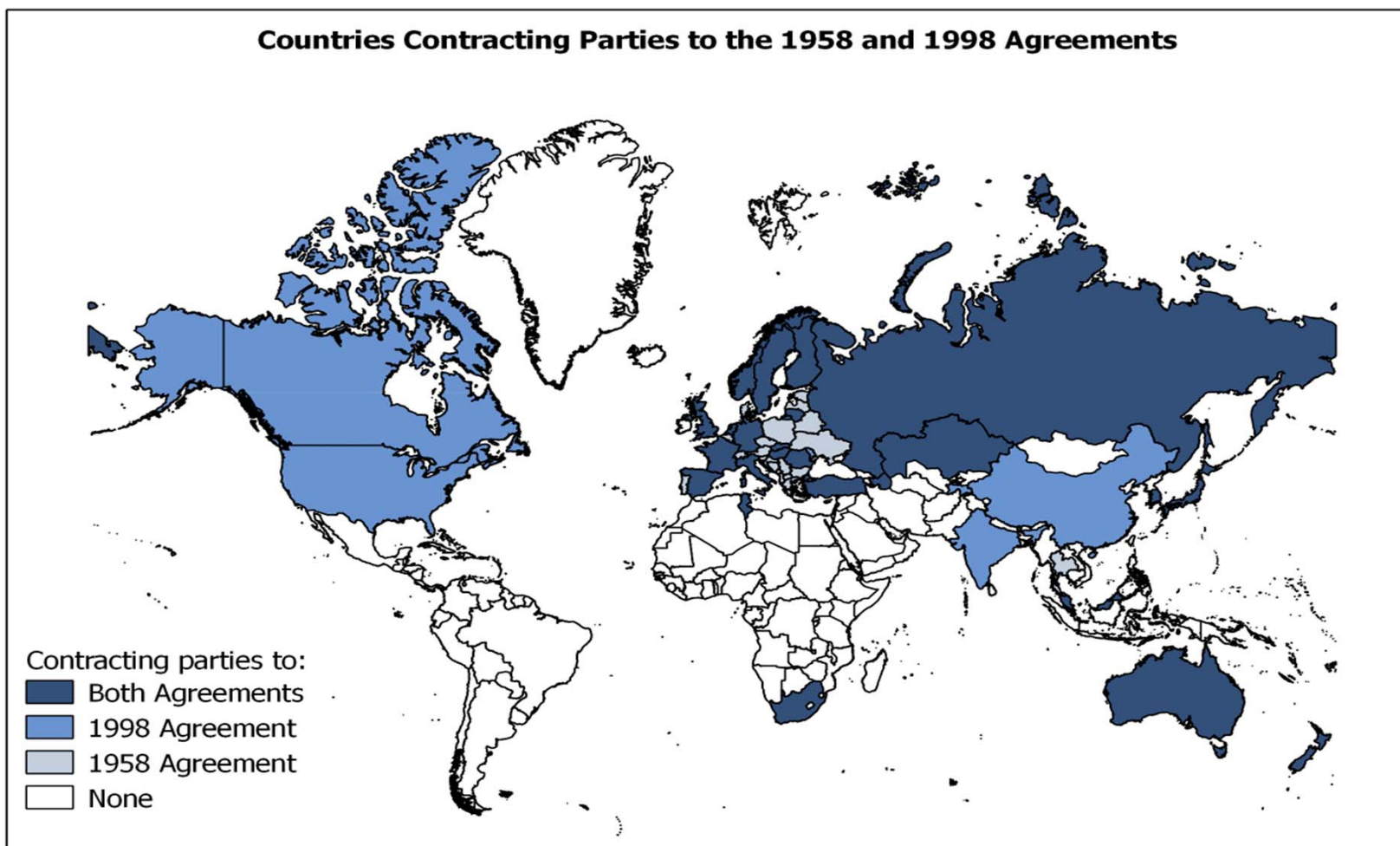
WP.29: future achievements

Outcome expected in 2012:

- Advanced electronic systems providing assistance to the driver: emergency braking systems, Lane departure warning systems, rear view cameras
- Safety of electric vehicles
- Pedestrian Safety
- New Regulation on CRS
- Camera monitoring systems also for passenger vehicles
- Safety of H₂ and Fuel cell vehicles



Contracting Parties





Strong recognition of WP.29 by APEC

- Ministerial declaration at the 7th APEC Transportation Ministerial Meeting, San Francisco, United States of America, 14/09/2011: "We also strongly encourage economies to participate in the World Forum for Harmonization of Vehicle Standards (WP 29) of the United Nations Economic Commission for Europe (UNECE)."





WP.29 is worldwide, unique and transparent

- Agreements open to all nations of the UN
- Participation open to States, GO and NGOs, but

Decisions taken by Governments of CPs

- No other organization cover this area



Level of attendees

- Around 1200 people (WP.29 and Working Groups)
- More than 50 countries represented
- Governmental Organizations
 - Council of European Union
 - European Commission
- Inter-Governmental Organisation
 - European Conference of Ministers of Transport (ECMT)
 - European Free Trade Association (EFTA)
 - International Energy Agency (IEA)
- Non-Governmental Organizations,
 - More than 30





Road vehicles should be regularly maintained and inspected by owners/drivers, so that any **fault, failure or deterioration** would be detected and repaired either **before** or as it occurs

However, data show that vehicles are often not maintained in a continuous compliance condition

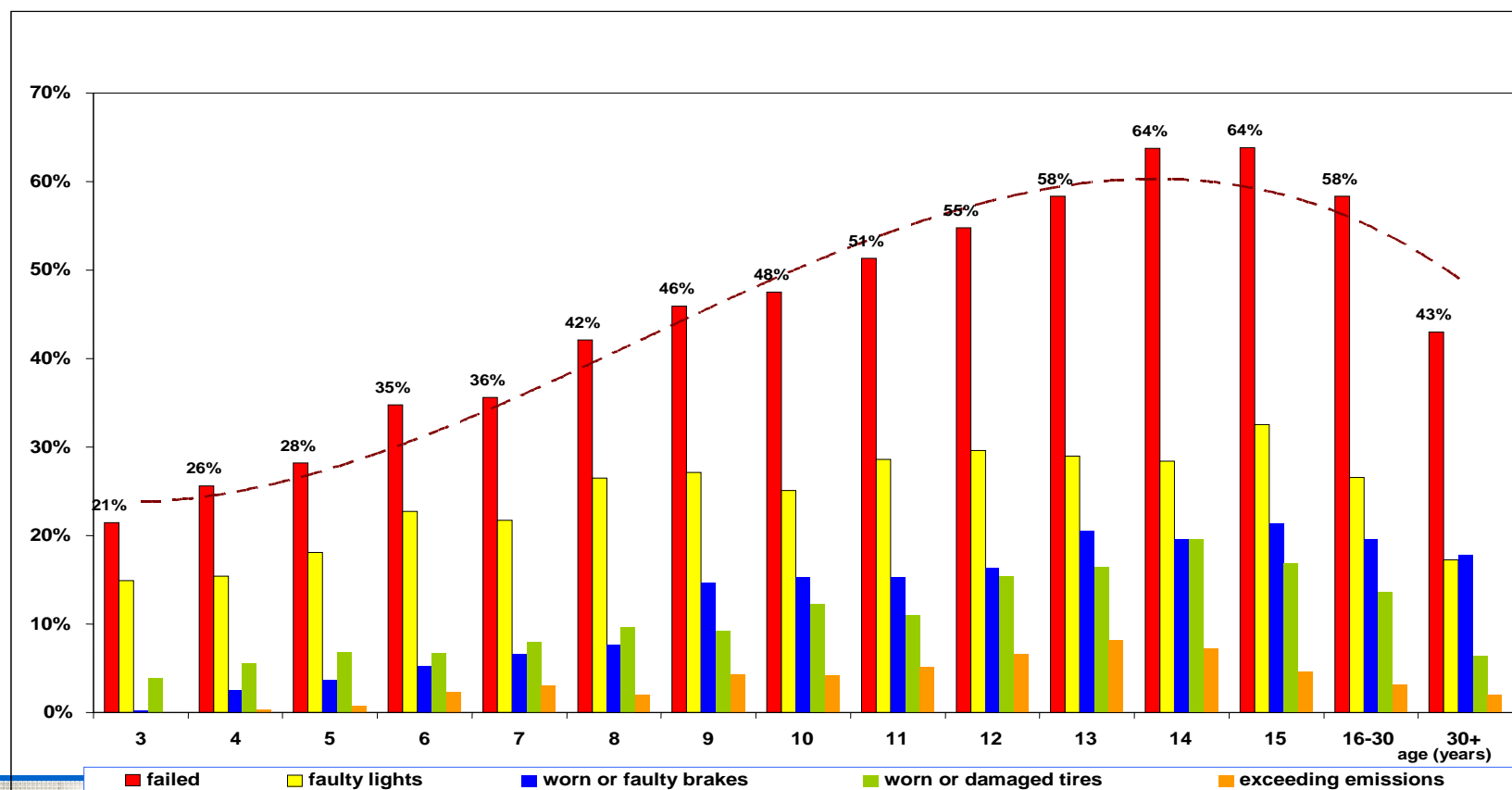


**The failure results of the inspections provide good
and objective evidence of the need for
enforcement of periodical inspection controls**



Periodic Technical Inspection from the NETHERLANDS (July - October 2006)

► failure rates grow with vehicle age



(CITA).

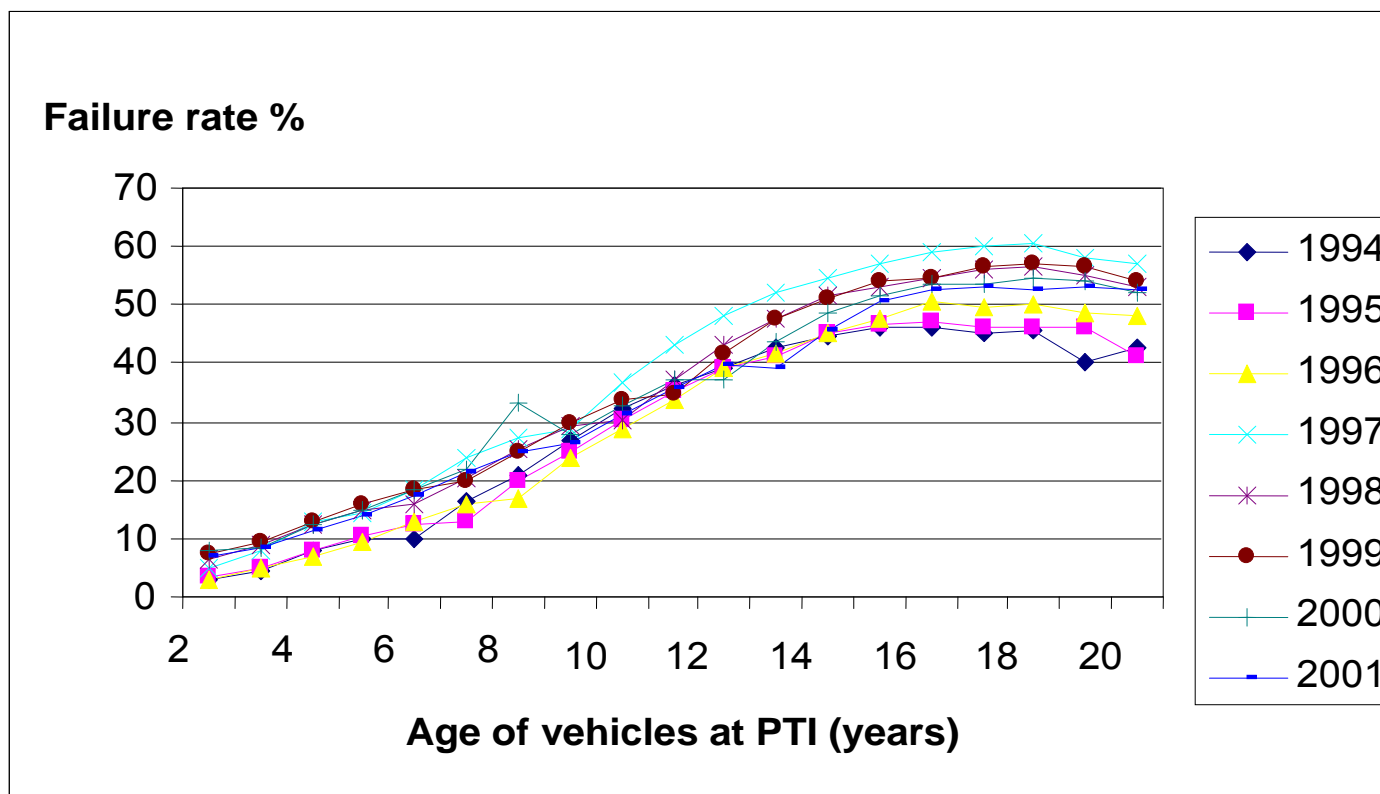
March 2012

Slide 15



Periodic Technical Inspection for passenger cars in SWEDEN (1994 - 2001)

► failure rates do not show vehicles becoming more reliable

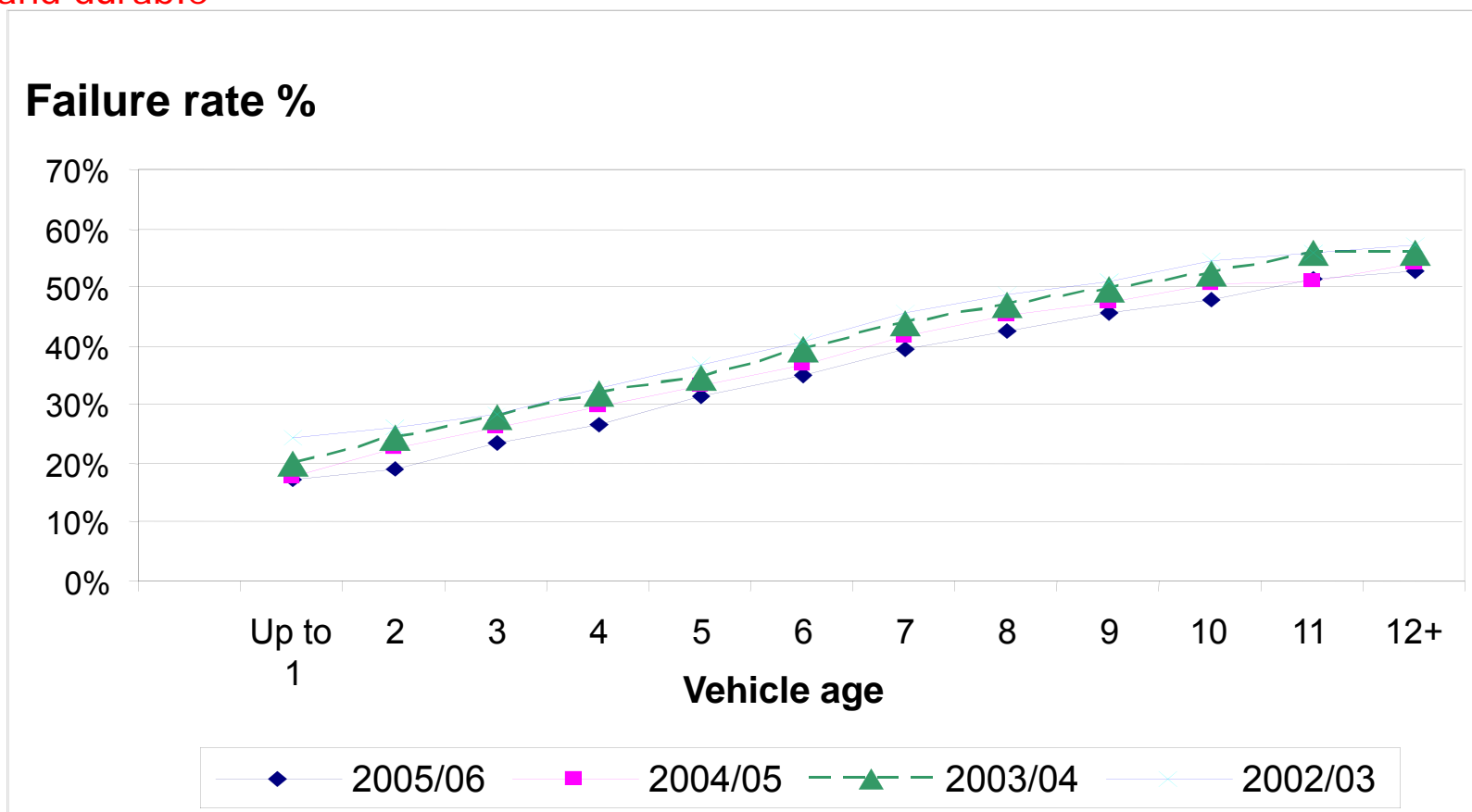


(CITA)



Periodic Technical Inspection for heavy goods vehicles in BRITAIN (2002 - 2006)

► failure rates over a spread of years do not show vehicles becoming more reliable and durable



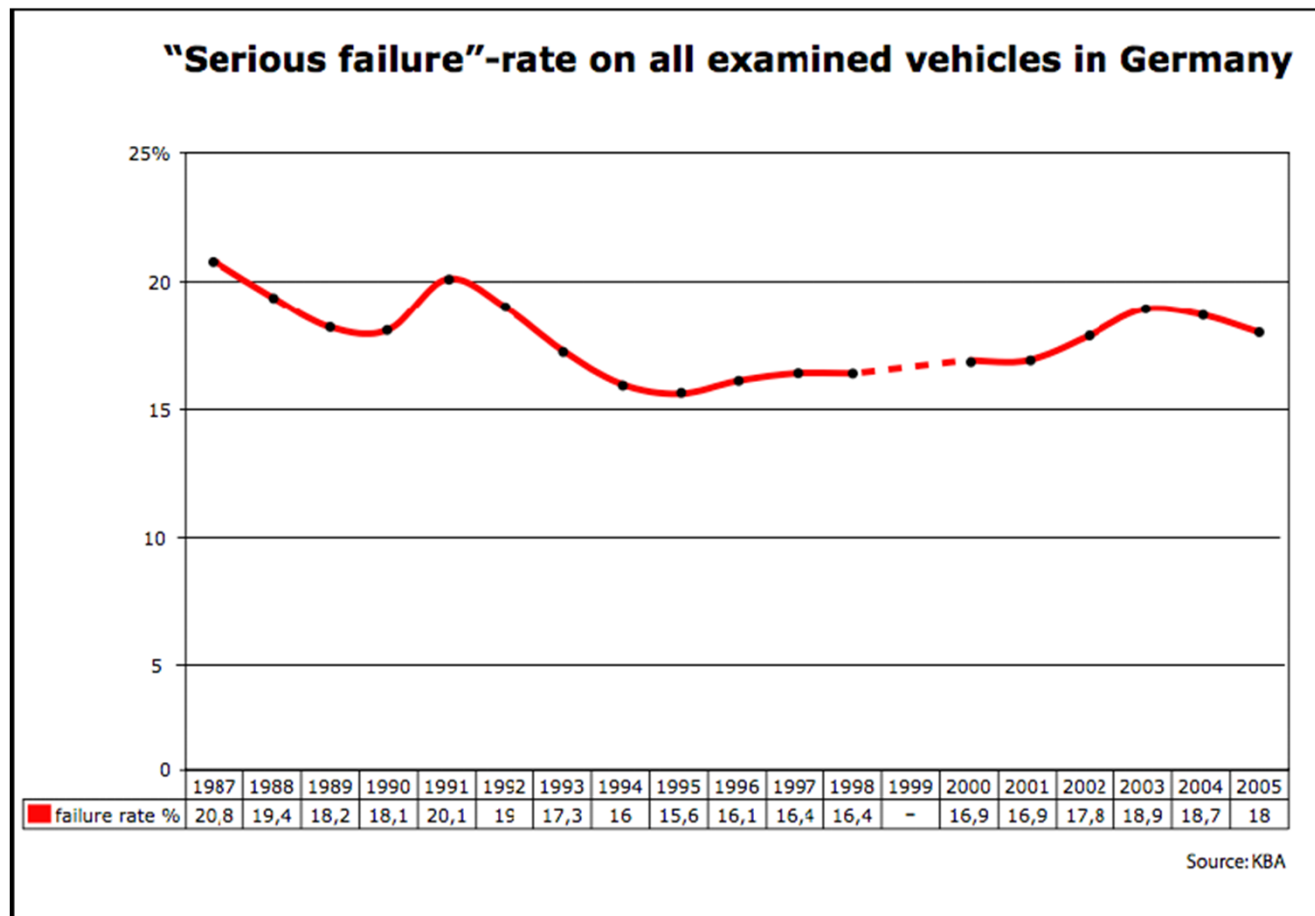
(CITA)



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Periodic Technical Inspection for all vehicles examined in GERMANY (1987 - 2005)

► Major failure

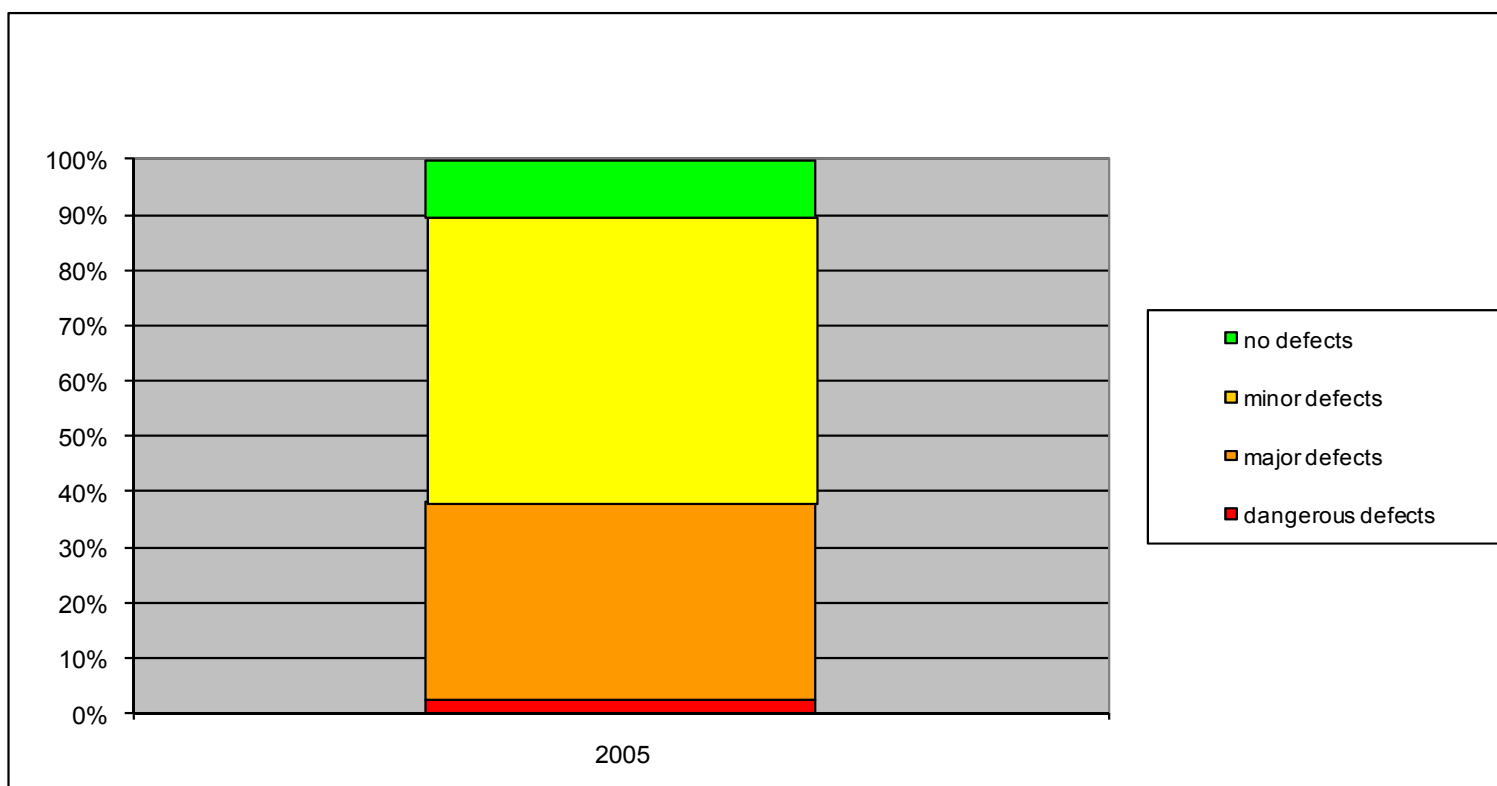


(CITA)



Roadside Technical Inspection vehicles in SWEDEN (2005)

- nearly 40% of vehicles inspected on the roads in Sweden have either dangerous or major faults



(CITA)



Summary on the compliance of vehicles in use with safety requirements

- The safety performance of vehicles deteriorates significantly during their life on the roads
- Level of defects increases significantly with the age of a vehicle
- **Conclusion** - Roadworthiness enforcement is still needed and needs to become more effective



The role of Periodic Technical Inspections

- Periodic inspection is effective in terms of **compliance and efficiency**, ensuring that vehicles are at, or above, complying with minimum safety level at the time of test
- Periodic inspection is a cost-effective compliance enforcement tool for the full population of vehicles that are subject to periodic inspection



How to improve vehicle inspection?



UN 1997 Agreement provides the legal framework for carrying out technical inspections of vehicles in use and delivering international certificates of inspection



Inspection requirements

- Initially, inspection standards were set at **national level**
- Thanks to UN Rules annexed to the UN ECE 1997 Vienna Agreement, inspection specifications are increasingly being harmonised and set **internationally**
- UN Rules, where appropriate, are integrated with **type approval UN Regulations**



The 1997 Agreement on Periodical Technical Inspections

The 1997 Agreement was done at Vienna on 13 November 1997, during the UNECE Regional Conference on Transport and Environment.

In 1997 it was considered that fixing a minimum level of environmental performances of heavy duty vehicles in use was useful in order to facilitate the intra-European traffic of commercial vehicles.

The real situation changed after 1997, European Union decided not to become a Contracting Party to this Agreement.

Technical UN Rules for vehicle inspection have been annexed to the Agreement, with the technical contribution of WP.29 participants and in particular of the International Motor Vehicle Inspection Committee (CITA).

UN Rules may be considered as useful by countries which wish to introduce, in their national legislation, a periodic inspection system based on international expertise.



Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

Members of UNECE

Members of the United Nations that participate in UNECE activities

The 1997 Agreement provides:

Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use

Reciprocal recognition of certificates of such inspections of all CPs of the Agreement

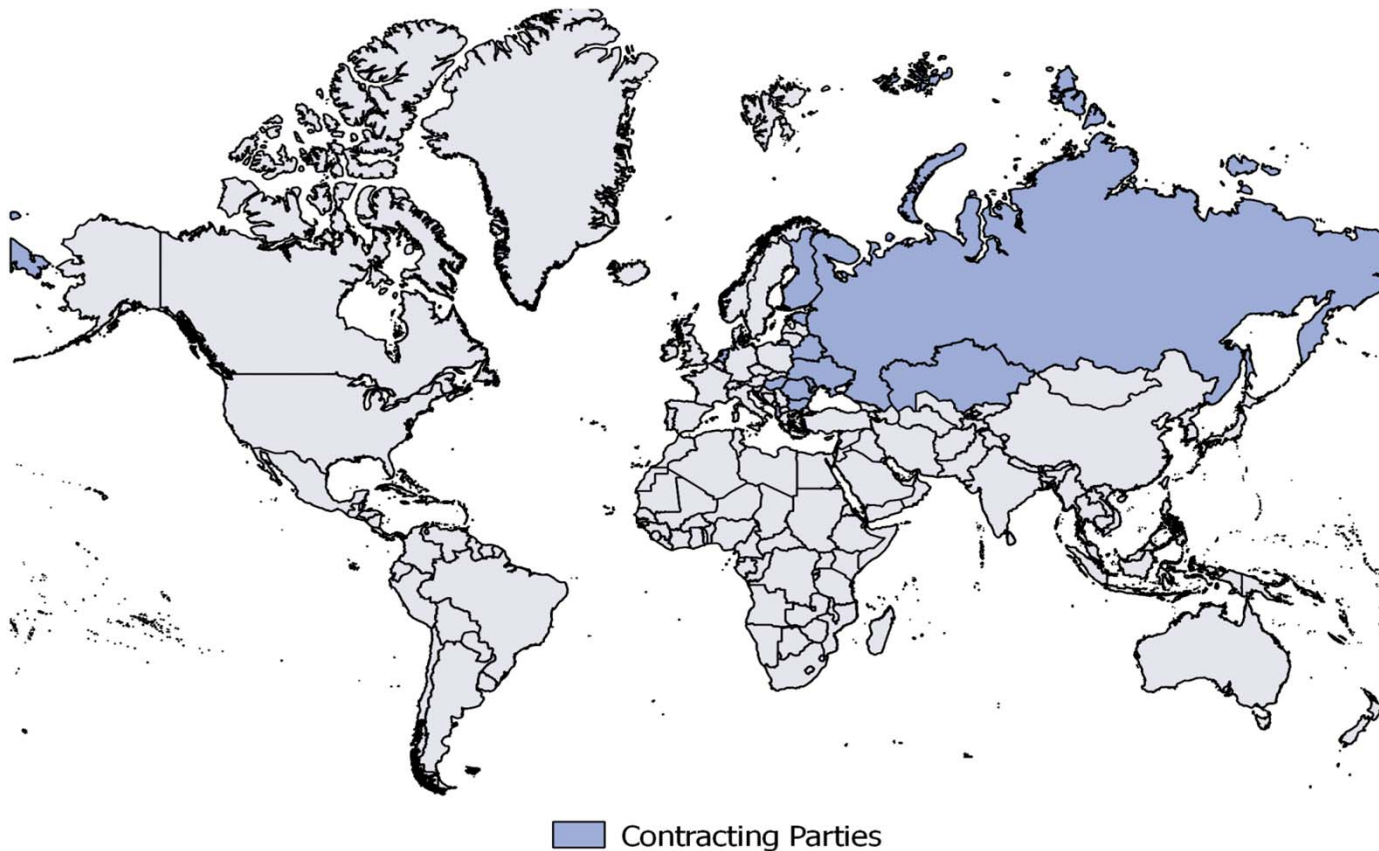


Contracting Parties to the 1997 Agreement

<i>Contracting Parties</i>	<i>Signature, Ratification, Acceptance, accession or adhesion date</i>	<i>Entry into force</i>
Russian Federation	13 November 1997 by signing	27 January 2001
Estonia	9 September 1998 by accession	27 January 2001
Netherlands	5 February 1999 by ratification	27 January 2001
Romania	24 February 1999 by ratification	27 January 2001
Hungary	28 November 2000 by ratification	27 January 2001
Finland	20 April 2001 by ratification	19 June 2001
Bulgaria	11 July 2003 by accession	9 September 2003
Belarus	3 March 2004 by accession	1 May 2004
Albania	23 December 2004 by accession	20 February 2005
Ukraine	17 January 2007 by ratification	18 March 2007
Republic of Moldova	6 December 2007 by accession	3 February 2008
Kazakhstan	24 March 2011 by accession	23 May 2011



Contracting Parties to the 1997 Agreement



Source: www.unece.org/trans/conventn/agreem_cp.html



Rules annexed to the 1997 Agreement

Rule No. 1: emissions of pollutants

Periodicity of PTI:

Vehicle Categories	Inspection Intervals
Passenger-carrying motor vehicles: M ₂ above 3,500 kg and M ₃	One year after the first registration and annually thereafter for vehicles registered in countries where all relevant UNECE Regulations or EU Directives do apply for type approval. For countries not doing so, an inspection is required on first registration.
Goods vehicles: N ₂ and N ₃	



Inspection shall cover:

- Identification of the vehicle
- Exhaust emissions
- Noise emission
- Other safety and environment requirements listed in the annex of the UN Rule



Rule No. 2: Roadworthiness

Periodicity of PTI:

Vehicle Categories	Maximum Inspection Intervals
Passenger-carrying motor vehicles: M ₂ above 3,500 kg and M ₃ Goods vehicles: N ₂ and N ₃ : Trailers: O ₃ and O ₄	One year after the first registration (or if the vehicle is not required to be registered, date of first use) and annually thereafter



Inspection shall cover:

- Identification of the vehicle
- Braking equipment
- Steering
- Visibility
- Lighting equipment and parts of electric system
- Axles, wheels, tyres and suspension
- Chassis and chassis attachments



Main reasons for rejection

Assessment of defects according to the technical annex of the Rule:

"Minor defects" (MiD) no significant effect on the safety of the vehicle.
The vehicle does not have to be re-examined

"Major defects" (MaD) may prejudice the safety of the vehicle. Further use of the vehicle without repair is not allowed.

"Dangerous defects" (DD) constitute a direct and immediate risk to road safety such that the vehicle should not be used on the road under any circumstances.

A vehicle having defects falling into more than one defect group should be classified according to the most serious defect.



Periodical Technical Inspection Procedure

The inspection techniques shall use currently available equipment without dismantling or removing any part of the vehicle

Accredited Technical Inspection Centres are responsible for conducting the inspection tests granting the approval of compliance with the inspection requirements of the relevant UN Rule

The International Technical Inspection Certificate shall contain the information of the tests

The periodical inspection reports which are in use in the Contracting Parties to the Agreement may be used as an alternative



Content of the international technical inspection certificate

<p>Space for the distinguishing sign of the state or of the UN</p>	<p>INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE</p>	
	<p>1. Licence plate (Registration) No</p> <p>2. Vehicle identification No</p> <p>3. First registration after the manufacture (State, Authority)</p> <p>4. Date of first registration after the manufacturer</p> <p>5. Date of the technical inspection</p>	<p>12. Subsequent periodical technical inspection(s)¹</p> <p>12.1. Done by (Technical inspection Centre)²</p> <p>12.2. (stamp)</p> <p>12.3. Date</p> <p>12.4. Signature</p> <p>12.5. Next inspection due not later than (month/year)</p>
<p>..... (Administrative Authority responsible for technical</p> <p>..... CERTIFICAT INTERNATIONAL DE CONTRÔLE T</p>	<p>CERTIFICATE OF COMPLIANCE</p> <p>6. This certificate is issued for the vehicle identified under Nos. 1 and 2 date under No 5 with the Rule(s) annexed to the 1997 Agreement Uniform Conditions for Periodical Technical Inspections of Whe Reciprocal Recognition of such Inspections.</p> <p>7. The vehicle has to undergo its next technical inspection according to 6 not later than:</p> <p>Date: (month/year)</p> <p>8. Issued by</p> <p>9. At (Place)</p> <p>10. Date</p> <p>11. Signature</p> <p>2</p>	



Example of PTI report used as an alternative

denumirea stației de testare, codul, adresa

RAPORT
DE VERIFICARE TEHNICĂ A VEHICULULUI

0000000 Data _____

I. DATELE VEHICULULUI

1. Nr. de identificare _____ 6. Nr. motorului _____
2. Nr. de înmatriculare _____ 7. Nr. caroseriei _____
3. Certificat de înmatriculare _____ 8. Nr. șasiului (cadru) _____
4. Marca, tipul, varianta _____ 9. Anul de fabricație _____
5. Tipul caroseriei _____ 10. Culoarea _____
11. Indicația vitezometrului _____
12. Baza de impozitare _____

II. DATELE PROPRIETARULUI

Numele, prenumele. Denumirea persoanei juridice	Codul personal	Adresa

III. DATELE PERSOANELOR DE ÎNCREDERE

Numele, prenumele	Codul personal	Adresa

IV. DATELE DESPRE PLĂȚI ȘI ASIGURĂRI

Plăți (asigurări)	Suma plăți	Data achitării	Seria și numărul documentului	Termenul de asigurare	Denumirea agentului financiar de asigurare

V. DEFECTIUNI TEHNICE ȘI NEAJUNSURI DEPISTATE

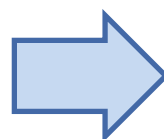
VI. CONCLUZIE

L.Ș. Expert _____ semnătura, numele, prenumele, codul personal

Cu rezultatele testării sunt cunoscut _____ semnătura



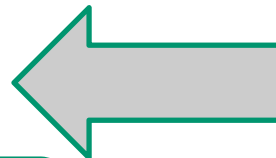
Role of government experts in the decision making process



The WG adopt the proposal & send to WP.29/AC.4
Only CPs have right to vote



WP.29 adopt the proposal with 2/3 majority



CPs applying that UN Rule binded to apply

The UN Rule/Amend is adopted after 6 months if no disagreement from >1/3 CPs



Future of the Agreement

Extension of the scope of UN Rule Nos. 1 and 2 to cover vehicles of categories M1 (passenger cars), N1 (light trucks) and O1 (light trailers) to make it more useful for emerging economies and for those not having a PTI system.

WP.29 agreed to defer at a later stage the alignment of the provisions of both UN Rules to the corresponding EU Directive

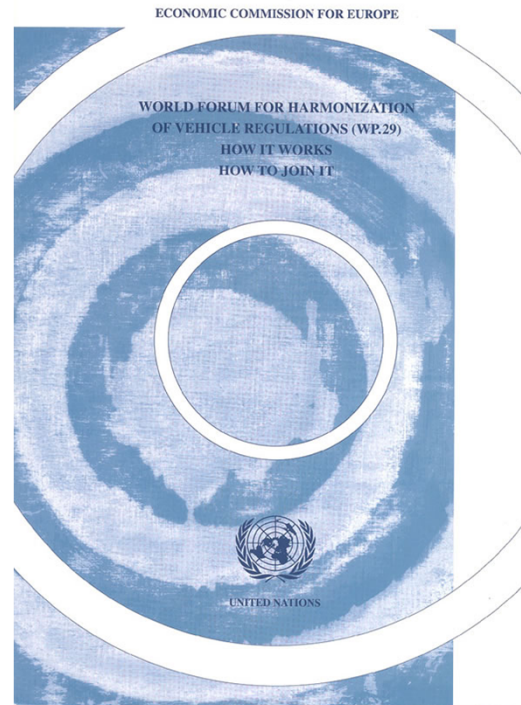
The International Motor Vehicle Inspection Committee (CITA) continued cooperation on the development of the 1997 Agreement, in particular for the extended scope of both UN Rules.





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WP.29 – How It Works/How to join it?



<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29pub.html>

THANK YOU FOR YOUR ATTENTION

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