



**Economic and Social  
Council**

Distr.  
GENERAL

ECE/TRANS/WP.29/2009/77  
8 April 2009

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

One-hundred-and-forty-eighth session  
Geneva, 23 - 26 June 2009  
Item 7.2 of the provisional agenda

1997 AGREEMENT (INSPECTIONS)

Future development of the Agreement

Proposal for the development of the 1997 Agreement

Submitted by the representative of the Russian Federation \*/

The proposal reproduced below suggests possible developments for the 1997 Agreement on periodical technical inspections of vehicles in use. It is based on informal document No. WP.29-147-11 distributed at the 147th session of the World Forum for Harmonization of Vehicle Regulations (WP.29) (ECE/TRANS/WP.29/1072, para. 64). It is submitted to the World Forum for consideration.

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\*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

## I. PREAMBLE

1. The World Forum considered possible options for the development of the 1997 Agreement on periodical technical inspections (1997 Agreement) and agreed at its 146th session, in the short-term, to continue the development of the 1997 Agreement by updating Rule No. 1 and draft Rule No. 2 in close collaboration with CITA. For the long-term, the World Forum considered the possibility to change the philosophy of the Agreement and to become an Agreement with a set of harmonized technical prescriptions for vehicles in use, derived from those of the Agreements on the construction of vehicles (1958 and 1998 Agreements). (ECE/TRANS/WP.29/1070, para. 71)

2. The Russian Federation calls for an integrated approach for the development of the 1997 Agreement. The 1968 Convention on Road Traffic, the 1958 and 1998 Agreements and the 1997 Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life. This document describes this concept in general.

## II. TECHNICAL REQUIREMENTS FOR VEHICLES IN USE

3. The main international agreement facilitating international traffic and increasing road safety through the adoption of uniform traffic rules is the 1968 Convention on Road Traffic (1968 Convention). There are 80 Contracting Parties to the Convention and among them almost all European countries.

4. In accordance with the 1968 Convention (article 3, para 2 a) and the European Agreement supplementing the Convention, the Contracting Parties of the Convention shall also take appropriate measures to ensure that motor vehicles and trailers registered in their territories conform to the provisions of paragraph 4 of Article 39 and to Annex 5 of the 1968 Convention when entering into international traffic. Motor vehicles in international traffic, as prescribed in paragraph 4 of Article 39, shall meet the minimum inspection requirements specified in the relevant Rules of the 1997 Agreement. The compliance with these 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 (PTI), as well as of its being in good working order, carry a valid, duly completed international technical inspection certificate (ITIC).

5. The 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.

6. Therefore, the conformation to the Rules of the 1997 Agreement and presence of ITIC is required by the Convention on Road Traffic. However, the Contracting Parties of the Convention shall be bound to recognize ITIC if applicable. It means that this obligation is applied only to the Contracting Parties to the Agreement. The majority of the Contracting Parties of the Convention have not become the Contracting Parties to the Agreement. International carriers are not in equal conditions.

### III. SYSTEM OF HARMONIZED TECHNICAL PRESCRIPTIONS FOR CONSTRUCTION OF VEHICLES AND VEHICLES IN USE

7. The 1968 Convention on Road Traffic, the 1958 and 1998 Agreement and the 1997 Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life (fig.1).

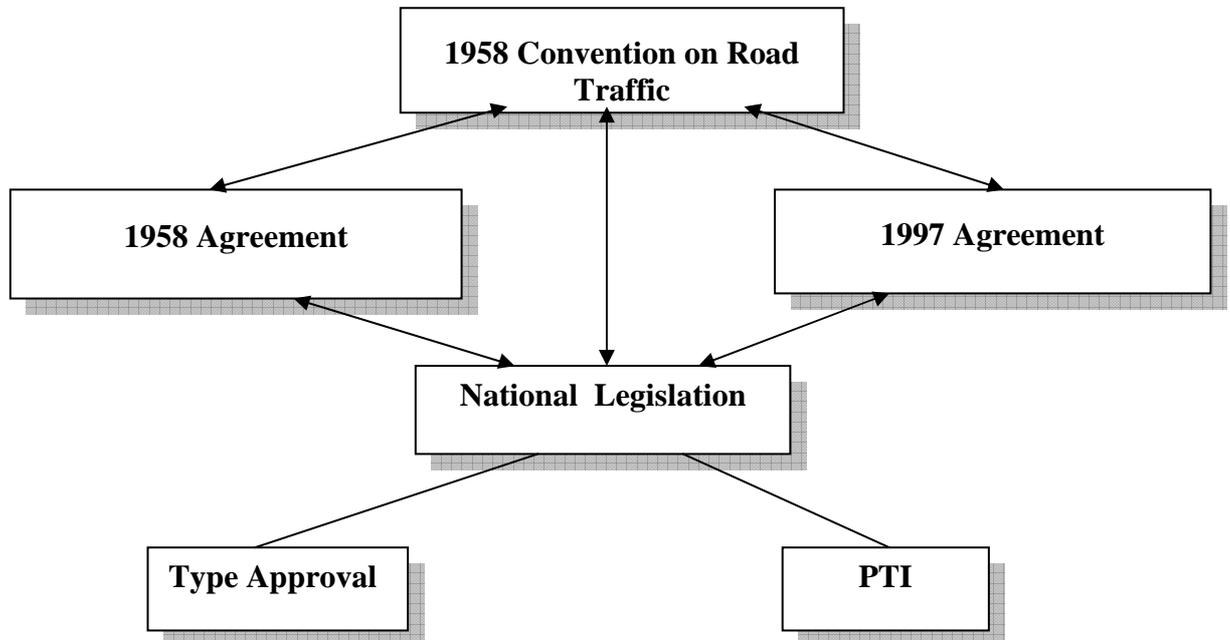


Figure 1

8. Rules annexed to the 1997 Agreement shall contain the prescriptions for the vehicles in use and their components. Vehicles shall be designed, constructed and fitted in such a way that they conform to the prescriptions during normal operation of the vehicle, or combination of vehicles. The Consolidated Resolution on the Construction of Vehicles (R.E.3) could unite the type approval requirements and requirements on periodical inspections. The consolidation can improve the level of compliance.

9. Safety prescriptions for vehicles in use should be covered by a set of Rules including and not limited:

- (a) Brake control safety;
- (b) Steering control safety;
- (c) Conditions of light and signal devices;
- (d) Visibility from the driver's position;
- (e) Conditions of tyres;
- (f) Conditions of coupling devices;

(g) Safety of electronically controlled systems.

The Rules shall include the requirements and methods of inspection.

10. Draft Rule 2 can refer to Rules devoted to separate systems or components. In compliance with the Convention, the Rules can be adopted by the Contracting Parties and included into periodical technical inspection procedures. It will encourage the harmonization of the requirements for vehicles in use (fig.2).

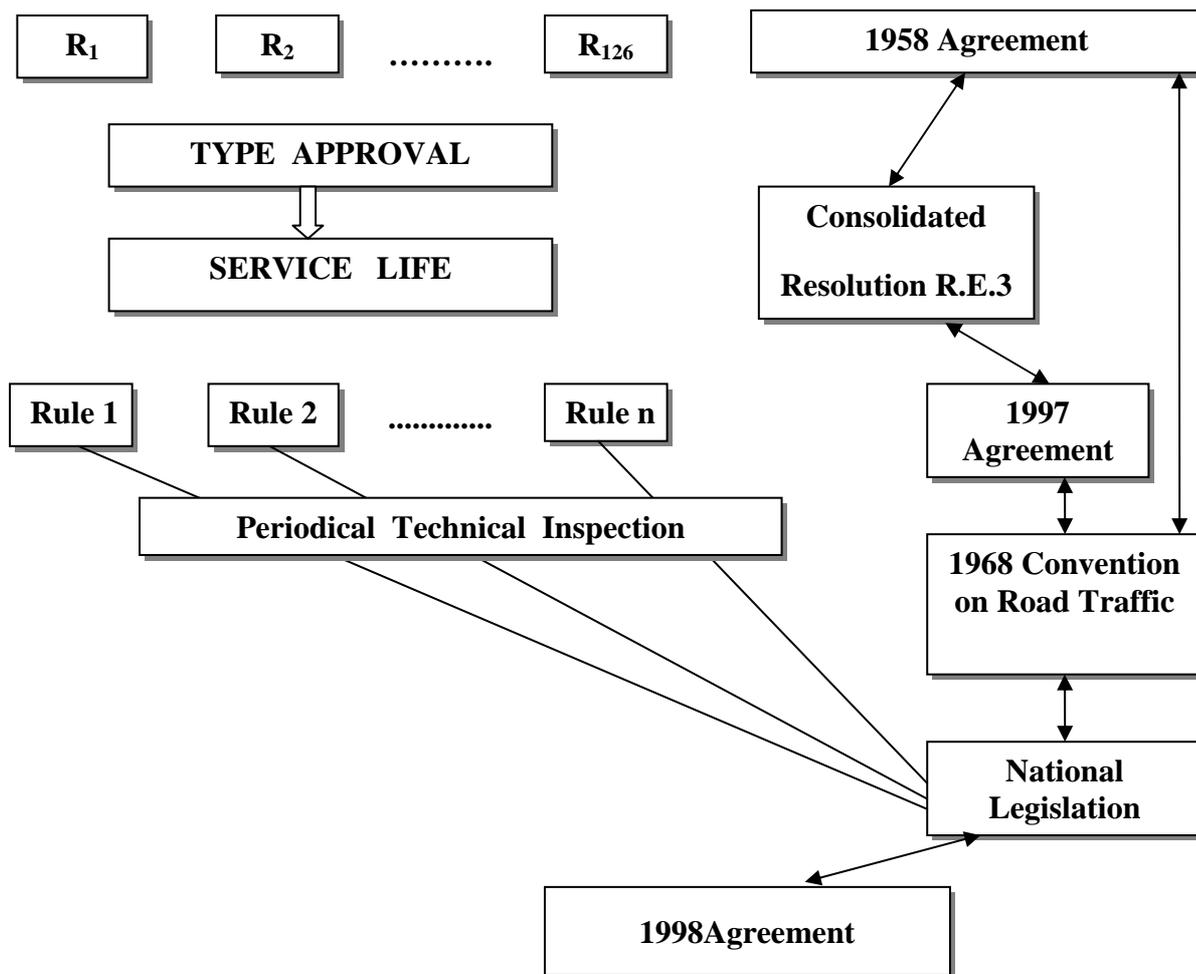


Figure 2

11. The Consolidation of the 1958 Agreement and the 1997 Agreement gives the opportunity to consider draft Rules in the working groups of WP.29. Specialized associations for periodic technical inspections can participate in the process.

12. The Contracting Parties may submit a request to the Executive Committee of the 1998 Geneva Agreement for the listing in the Compendium of Candidates of any technical regulation that such Contracting Party applies for vehicle in use. This regulation may be candidate for adoption as global Rule.

#### IV. PROPOSALS

13. The 1968 Convention, the 1958 Agreement, the 1998 Agreement and the 1997 Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life.
14. The majority of European countries are the Contracting Parties of the Convention on Road Traffic and should encourage increasing road safety through harmonization of technical requirements for vehicles in use.
15. The 1997 Agreement is an instrument for the harmonization as far as possible of the requirements for vehicles in service. Its title could be amended to “Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles” or “Agreement concerning the adoption of uniform prescriptions for wheeled vehicles in use”.
16. The end of the first sentence in Article 1 beginning from words “and shall reciprocally recognize ... those Rules” could be deleted.
17. The last sentence in Article 1 beginning “As proof shall serve a technical inspection ...” could be deleted.
18. Appendix 2 to the Agreement could be transferred to the Convention.
19. WP.29 could ask WP.1 to discuss paragraph 3 of Article 3 of the Convention regarding the obligatory status of the international technical inspection certificate.
20. The Contracting Parties of the Agreement could work out a solution on recognition of ITIC for transitional period to put international carriers into equal conditions.
21. The postponed draft Rule No. 2 should be discussed in the working groups of WP.29 as a first step to further develop the Agreement.
22. The Contracting Parties of the 1997 Agreement are invited to start the development of a set of Rules in the short term.

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