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Proposals on encouragement of harmonization technical requirements for vehicles in use

Submitted by Russian Federation

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Introduction

WP.1 studied and discussed documents ECE/TRANS/WP.29/2009/77 and ECE/TRANS/WP.29/2009/135 sent by WP.29 and containing the proposals for future development of the 1997 Agreement on Periodical Technical Inspections.

The World Forum decided to continue the development of the Agreement and to develop new draft Rule No.2 on periodical technical inspections with respect to safety of heavy commercial passenger and goods vehicles used in international transport, as well as the update of current Rule No. 1.

1. Technical Requirements for the Vehicles in Use

In accordance with article 3, para 2 a) of the Convention on Road Traffic of 1968 (further as the Convention) and supplementing it the 1971 European Agreement Contracting Parties of the European Agreement shall take appropriate measures to ensure that motor vehicles and trailers registered in their territories conform to the provisions of paragraph 4 inserted in Article 39 of the Convention and Annex 5 to this Convention when entering international traffic. Motor vehicles in international traffic, as prescribed in paragraph 4, shall meet the minimum inspection requirements specified in the relevant Rules annexed to the Agreement. The compliance with the said 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, as well as of its being in good working order, carry a valid, duly completed international technical inspection certificate (ITIC).

The certificate shall be issued either by a competent authority of the Contracting Party to the 1971 European Agreement 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.

Therefore, the conformation to the Rules of the 1997 Vienna Agreement and presence of ITIC is required by the 1971 European Agreement. However in accordance with article 3, para 3 of the Convention as amended by the 1971 European Agreement the Contracting Parties of the European Agreement shall be bound to recognize ITIC if applicable. It means that this obligation is applied only to the Contracting Parties of the Agreement.

2. Proposals on encouragement of harmonization technical requirements for vehicles in use

UN General Assembly in March 2010 officially proclaimed Decade of action for road safety 2011-2020 to be launched globally on May 2011. The Decade provides a framework to countries and communities to increase action to save lives on the world's roads. One of the categories of activities is "Safer Vehicle" including 7 activities. Activity 7 of the category proposes encourage managers of governments and private sector fleets to purchase, operate and maintain vehicles that offer advanced safety technologies and high levels of occupant protection. This activity is relevant for the 1997 Agreement and adoption of its Rule No.2.

The Contracting Parties of the Convention on Road Traffic of 1968 encourage increasing road safety through harmonization technical requirements for vehicles in use including periodical technical inspections.

To achieve this goal the 1997 Agreement was signed and the 1971 European Agreement supplementing the Convention was amended.

The 1968 Convention on Road Traffic (art. 39, para. 2) merely establishes a principle under which vehicles used for public transport and having more than 8 seats in addition to the driver's seat are subject to mandatory technical inspections, without further indicating the modalities to be used.

In the current absence of international requirements establishing a list of components or elements to be checked to ensure vehicle safety and setting out the methods to be used during periodic inspections WP.1 worked out recommendations placed into the Consolidated Resolution on Road Traffic (ECE/TRANS/WP.1/123).

Experts of WP.1 studied draft Rule No.2 (ECE/TRANS/WP.29/2009/135) and concluded that it meets the 1968 Convention on Road Traffic principals and is harmonized with periodical inspections procedures used in the European countries, which are the Contracting Parties of the Convention. WP.1 supports supplementing Rule No.2 to the 1997 Vienna Agreement which eliminates lack of international requirements for vehicle periodical inspections (PTI). The Rule will be helpful for the countries establishing PTI. It can be a basis for harmonization PTI and recognition of their results.
