

## **Proposal to amend Paragraph 13.1. of the draft UN Regulation No. 0**

### **I. Proposal**

*Paragraph 13.1.*, amend to read:

“13.1. Regardless of whether a Contracting Party applies any UN Regulations listed in Annex 4 it shall accept in accordance with the principles laid down in Articles 1 and 3 of the 1958 Agreement a U-IWVTA as evidence of compliance for all vehicle systems, equipment and parts approved therein. **However, wheeled vehicles bearing a Universal International Whole Vehicle Type Approval pursuant to UN Regulation No. 0 remain subject to approval pursuant to national or regional requirements for vehicle systems, equipment and parts not covered by the UN Regulations listed in Annex 4.**”

### **II. Justification**

1. The draft revision 3 of the 1958 Agreement provides for establishing a UN Regulation (No. 0) to introduce a system of Whole Vehicle Type Approval (Article 1). Unlike other UN Regulations, UN Regulation No. 0 does not contain specific technical requirements, but it contains the list of the particular UN Regulations, compliance to which is necessary fully or partly (depending on the IWVTA scheme) in order to have the type approval pursuant to UN Regulation No. 0 granted.

2. At the development of the draft UN Regulation No. 0 there was common understanding that national/regional regulations will remain, at least, for the first stage of IWVTA, which may take several years. This idea is reflected, for example, in WP.29-163-21.

3. A type approval pursuant to UN Regulation No. 0 (i.e. IWVTA) shall be accepted by Contracting Parties, but that does not mean that the vehicles covered by that IWVTA can be automatically placed on the market, because other requirements may exist for the vehicles in a country/region in question. Thus the list of national/regional requirements mandatory for a vehicle in question may be wider than that existing in UN Regulation No. 0.

4. Therefore it is proposed to add in Paragraph 13.1. additional wording clarifying such a specific condition for acceptance of International Whole Vehicle Type Approvals by Contracting Parties, which have to keep national/regional requirements according to their legislation.

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