Georgia Road Safety Performance Review Capacity Building Workshop
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Kachreti

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United Nations road safety legal instruments

Vehicle Agreements
approval – certification – inspection

Walter Nissler
Vehicle Regulations and Transport Innovations
Content

I. WP.29
   a) WP.29 Activities
   b) WP.29 scope and organization

II. The tools of WP.29
   a) Vehicle approval: the 1958 Agreement
   b) Vehicle certification: the 1998 Agreement
   c) Periodic technical inspections (PTI): the 1997 Agreement

III. Safer vehicles by implementation of the UN Vehicle Agreements
The World Forum for Harmonization of Vehicle Regulations (WP.29)

- UNECE Sustainable Transport Division: secretariat to WP.29 for more than 50 years
- WP.29 is:
  - the unique worldwide regulatory forum for the automotive sector
  - administrating three Multilateral UN Agreements

### Construction regulations

- **1958 Agreement** – Type Approval Regulations with mutual recognition of the type approvals
- **1998 Agreement** – Global Technical Regulations

### In Use PTI regulations

- **1997 Agreement** – Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection

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What is WP.29 doing?

- Emissions of pollutants and CO₂
- General safety
- Passive safety
- Noise
- Active safety
- Lighting and light signalling
The WP.29 structure

Active Safety
- GRE
  - Lighting & light signalling
e.g. AFS
- GRBF
  - Brakes and running gear
e.g. Self steering vehicles

Passive Safety
- GRSP
  - Passive safety
e.g. Crash tests
  - Child restraint

General Safety
- GRSG
  - General safety
e.g. Safety of buses
  - Glazing materials
  - Rear view mirrors

Environmental protection
- GRPE
  - Pollution & energy
e.g. WLTP, HILS
- GRB
  - Noise
e.g. Method B, ASE

and ~40 non-permanent technical groups

WP.29 is worldwide, unique and transparent

- Agreements open to all Nations of the UN
- Participation open to States, Governmental Organizations (GOs) and NGOs, but
  Decisions are taken by Governments (of CPs)

No other worldwide organization covers this area
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III. Safer vehicles by implementation of the UN Vehicle Agreements

Principal Elements of the 1958 Agreement

Eligible Contracting Parties to the 1958 Agreement:
- Members of UN

The 1958 Agreement provides:
- Legal framework for the adoption of uniform UN Regulations on the vehicle construction
- Reciprocal recognition of Type Approval
  - Approved once and accepted everywhere (CPs)
- Elimination of barriers to trade
Principal Elements of the **1958 Agreement**

All vehicle parts and systems approved according to UN Regulations under the **1958 Agreement** bear the unique **E**-marking.

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**Latest Developments in Vehicle Regulations**

Requirements for automated driving functions currently under discussion (finalisation/adoptions expected in March 2017)

- Low speed manoeuvres (valet parking)
- Autopilot for highway/express-way
Principal Elements of the 1998 Agreement

Eligible Contracting Parties to the 1998 Agreement:

- Members of UN

The 1998 Agreement provides:

- Legal framework for the adoption of uniform Global Technical Regulations (GTRs)
- No administrative provisions (for self certification and homologation)

Contracting Parties to the 1998 Agreement

- Commit themselves to implement a GTR into national legislation, when voting in favour
- Need a system/agency for market surveillance and enforcement of production compliance

The 1998 Agreement requests

- Regular reporting by Contracting Parties on the implementation of GTRs in their national law
Principal Elements of the **1997 Agreement**

Eligible Contracting Parties to the **1997 Agreement**:
- Members of UN

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 for cross-border use of vehicles

Principal Elements of the **1997 Agreement**

**1997 Agreement**

- UN Rule No. 1: For environmental issues
- UN Rule No. 2: For safety inspection
Status of the 1997 Agreement

Current PTI regulations (UN Rules)
- Commercial vehicles: Vehicles of Category N2 and N3
- Coach and buses: Vehicles of Category M2 and M3 (Mass > 3.5t)

Next steps - Amendments in discussions
- Scope extension: Including vehicles below 3.5t (i.e., passenger cars and vans)
- Update of technical provisions: e.g., for cars

Future
- Extend content: Include elements relevant for level of PTI
- (test-equipment, skills & training of inspectors, supervision)
- Make it a set of harmonized technical provisions: for vehicles in use derived from those of the 1958 & 1998 Agreements

Resolution R.E.6 on test-equipment, skills & training of inspectors, supervision

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III. Safer vehicles by implementation of the UN Vehicle Agreements
Implementation of 1958 Agreement

- Amendments to national legislation
  - Requirements for vehicle approval (e.g. reference to UN Regulations)
  - Requirements for reciprocal recognition of UN approvals
  - Requirements for vehicle registration (e.g. vehicle approval as prerequisite)
  - Responsibilities and sanctions

- Type Approval Authority
  - Administrative procedures for granting, extending, suspension of approvals
  - Assessment, designation and notification of technical services
  - Conformity of production procedures
  - Acting as liaison point to other TAAs and the WP.29 secretariat

- Technical Services
  - May also be located outside the country/in any other Contracting Party

Implementation of 1998 Agreement

- Amendments to national legislation
  - Fully transposition of the UN GTR into national legislation
  - Introduce provisions for self-certification or homologation
  - Requirements for vehicle registration (e.g. vehicle certification as prerequisite)
  - Responsibilities and sanctions

- National Authority for market surveillance and enforcement of production compliance
  - Procedures for market surveillance and enforcement of production compliance
  - Technical capacity for performing compliance tests once vehicle models are put on the market
  - Enforcement of re-call activities and sanctions against manufacturers
  - Acting as liaison point to the WP.29 secretariat
  - Mandatory status report to AC.3
Implementation of 1997 Agreement

- Amendments to national legislation
  - Requirements for periodic technical inspection (e.g. reference to UN Rules and R.E.6)
  - Requirements for reciprocal recognition of PTI certificates for cross border traffic
  - Requirements for vehicle registration (e.g. PTI as prerequisite)
  - Responsibilities and sanctions

- National PTI Authority
  - Administrative procedures for granting, extending, suspension of authorisation for PTI test centres and for inspectors
  - Requirements for test centres, equipment, skills & training of inspectors and supervision of test centres
  - Acting as liaison point to other PTI Authorities and the WP.29 secretariat

- Test Centres

The most important UN Vehicle Regulations to make a change to road safety
Leaflets and Publications

- Child restraint systems
- Motorcycle helmets
THANK YOU FOR YOUR ATTENTION

UNECE Sustainable Transport Division

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