



# Committee on International Trade of the European Parliament (INTA)



**European Union Decisions on the UN Vehicle  
Regulations in the framework of the UN  
Agreements administered by the UNECE World  
Forum for Harmonization of Vehicle Regulations**

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Brussels

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# The UNECE World Forum for Harmonization of Vehicle Regulations (WP.29)

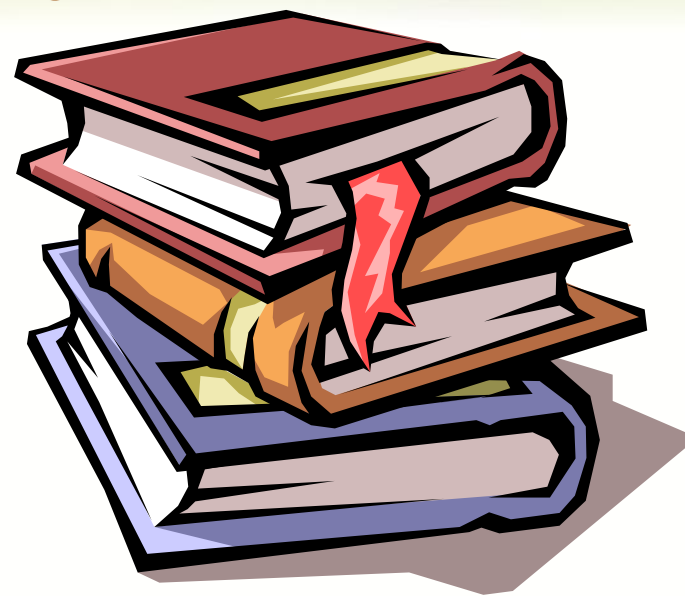
- Introduction
- Goals and structure of the presentation
  - Inform about World Forum activities
  - UN Agreements (1958 & 1998) and Parties
  - How the Agreements can facilitate international trade?



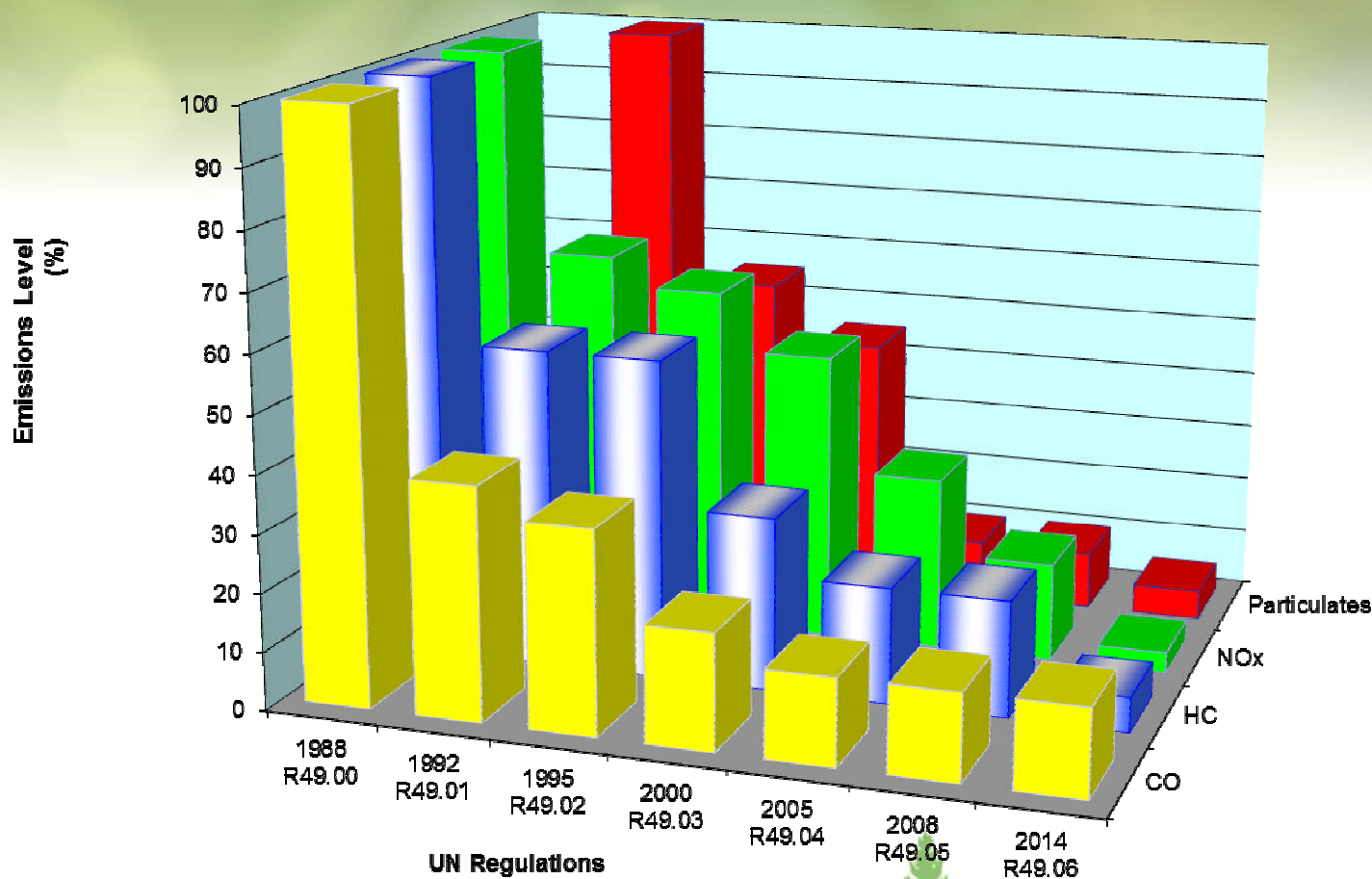


# Historical background of WP.29

- 1949: Convention on Road Traffic  
-> Resolution No. 45
- 1952: Establishment of WP.29
- 1958: '58 Agreement
- 1997: '97 Agreement
- 1998: '98 Agreement
- 2000: World Forum
- 2011: Market fuel quality Standards



# EMISSIONS LIMITS FOR HEAVY DUTY VEHICLES

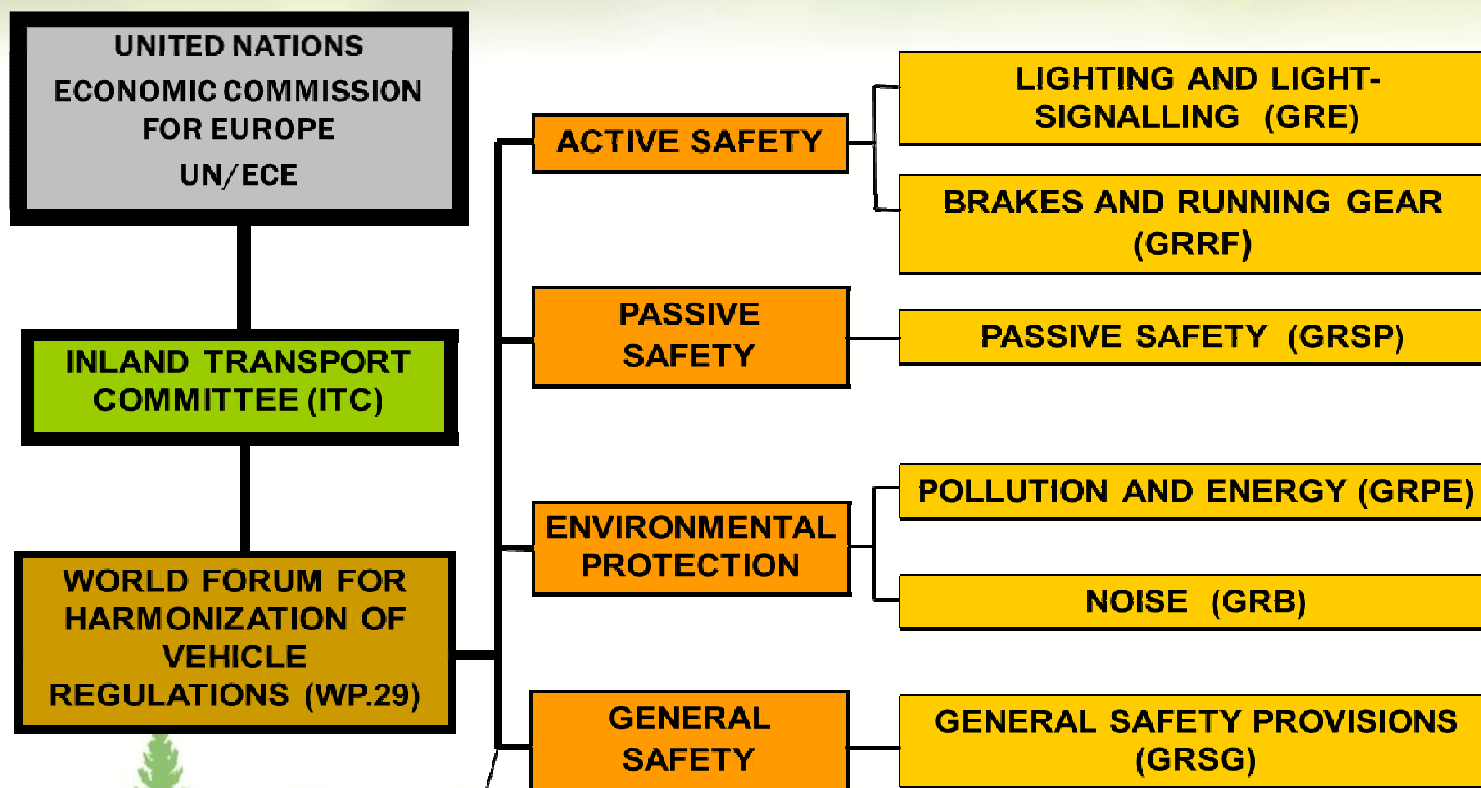






# WP.29: Structure and activities

**Administrative Committee for the Coordination of Work**  
**Administrative Committee for the UN 1958 Agreement**  
**Executive Committee for the UN 1998 Agreement**  
**Administrative Committee for the UN 1997 Agreement**



**30 INFORMAL GROUPS**





# Agreements administered by WP.29

The World Forum administers 3 Agreements:

'58 Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for **reciprocal recognition** of approvals granted on the basis of these prescriptions (50 Contracting Parties (EU), **129 UN Regulations**)

'98 Agreement concerning the establishing of global technical regulations (gtrs) for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicle (33 Contracting Parties (EU), 12 **UN GTRs**)

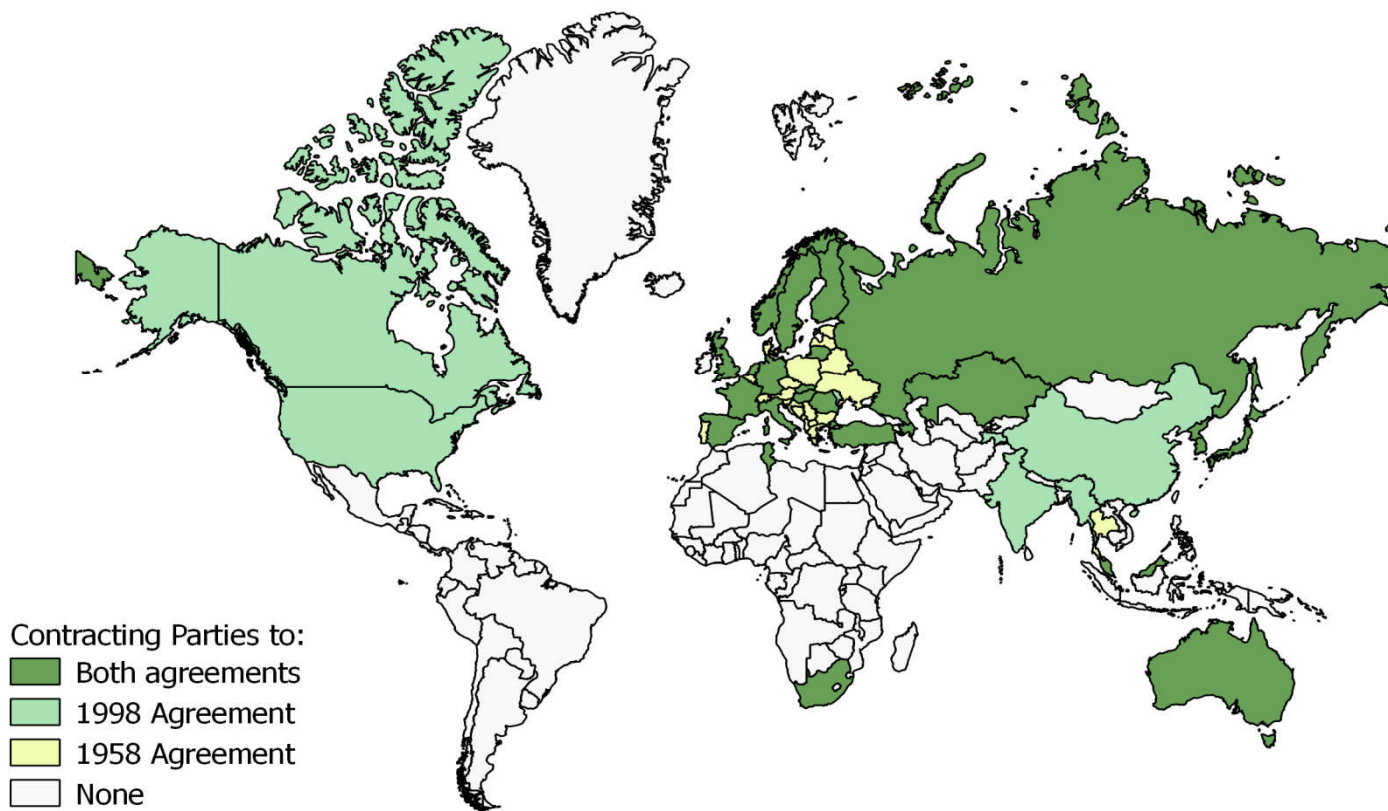
'97 Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections (12 Contracting Parties, 17 pending signatories, 2 UN Rules)

**The 58 & 98 Agreements have similar technical provisions (parallel)**



# Contracting Parties

Countries Contracting Parties to the 1958 and 1998 Agreements





# WP.29 is worldwide, unique and transparent

- Agreements **open** to all nations of the UN (GOs and NGOs can participate with a consultative status)
  - **Decisions are taken by Governments of CPs**
- **No other worldwide organization** cover this area
- **Transparency:** All regulations, calendar of meetings, agendas, working & informal documents and reports are freely available at the WP.29 website: **[www.unece.org/trans/main/welcwp29.htm](http://www.unece.org/trans/main/welcwp29.htm)**  
(including the Terms of Reference & Rules of Procedures as well as the status documents of the 3 Agreements)







# The '58 Agreement (1)

## Key Provisions:

- UN Regulations are annexed to the Agreement and therefore part of it; they are considered as international law
- CPs are free to be bound by all, some or no UN Regulation
- UN Regulations apply to a type of vehicles, equipment or parts as specified in the scope of the Regulation
- a new UN Regulation is adopted by a 2/3 majority of the Administrative Committee (AC.1 = representatives of CPs), but in practise by unanimity
- UN SG notifies a new Regulation to all CPs
- Regulations apply to each CP that does not notify to the SG its objection or intention to cease the application (6 months)
- Same procedure applies to amendments of UN Regulations (i.e. to adapt to the technical progress an existing one)





# The '58 Agreement (2)

- UN Regulations are applied by countries without amendments (BASIC FOR MUTUAL RECOGNITION)
- Any CP can cease the application of a Regulation 1 year notice by notification to the UN SG

## UN Regulations include:

- Technical prescriptions, regarding the testing method
- Conditions (**performance requirements**) for granting a type approval (including limit values)
- Different levels of stringency (at request 20% of CPs) to facilitate the regulatory activities of developing countries
- **Conditions for the mutual recognition of the type approvals**
- Requirements for the E-marking
- Prescriptions for conformity of production





# The '58 Agreement (3)

**Contracting Parties:** 50 countries (incl. European Union)

(Germany, France, Italy, Netherlands, Sweden, Belgium, Hungary, Czech Republic, Spain, Serbia and Montenegro, United Kingdom, Austria Luxembourg, Switzerland, Norway, Finland, Denmark, Romania, Poland Portugal, Russian Federation, Greece, Ireland, Croatia, Slovenia, Slovakia, Belarus, Estonia, Bosnia and Herzegovina, Latvia, Bulgaria, Lithuania, Turkey, Azerbaijan, Macedonia, EU, Japan, Australia, Ukraine, South Africa, Cyprus, Malta, Republic of Korea, Malaysia, Thailand, Montenegro, Tunisia and Albania)

Other countries like Indonesia, India, Philippines, Argentina, Colombia, Egypt,.. have either initiated the accession to the Agreement or are considering their possible accession to it.

Some countries, like Brazil, Argentina, Chile, Philippines ... use as national legislation the Regulations annexed to the 1958 Agreement

The EU has decided to replace a considerable amount of its vehicle directives by reference to the Regulations (CARS 21).

The Russian Federation has taken a similar action

South-Africa reproduces the UN Regulations





# The '98 Agreement (1)

## Key provisions:

- Compendium of Candidate UN Global Technical Regulations (UN GTRs): national regulations
- Develop UN GTRS at the highest level of stringency
- UN GTRs may specify alternative non-global levels of stringency as well as alternative test procedures to facilitate regulatory activities of developing economies
- Adoption of UN GTRs by consensus vote of the Executive Committee (AC.3) of the Agreement, present and voting
- Registry of UN Global Technical Regulations (UN GTR)
- Initiate adoption into national/regional legislation
- CPs can decide not to apply the UN GTR or transpose it with amendments
- EU legislation by amending the equivalent UN Regulation
- Periodical reports to the SG on the process of transposition







# The '98 Agreement (2)

UN Global Technical Regulations can be amended when transposed to national law (almost **total** harmonization)  
Any CP may decide to rescind the application of a global technical regulations informing the UN SG

## UN GTRs include:

- technical prescriptions, the testing method (eventually alternative provisions and
- performance requirements, including limit values
- No administrative provisions
  - No certification procedure
  - No conformity of production
  - No reciprocal recognition





# The '98 Agreement (3)

**Contracting Parties:** 33 countries (incl. European Union EU)

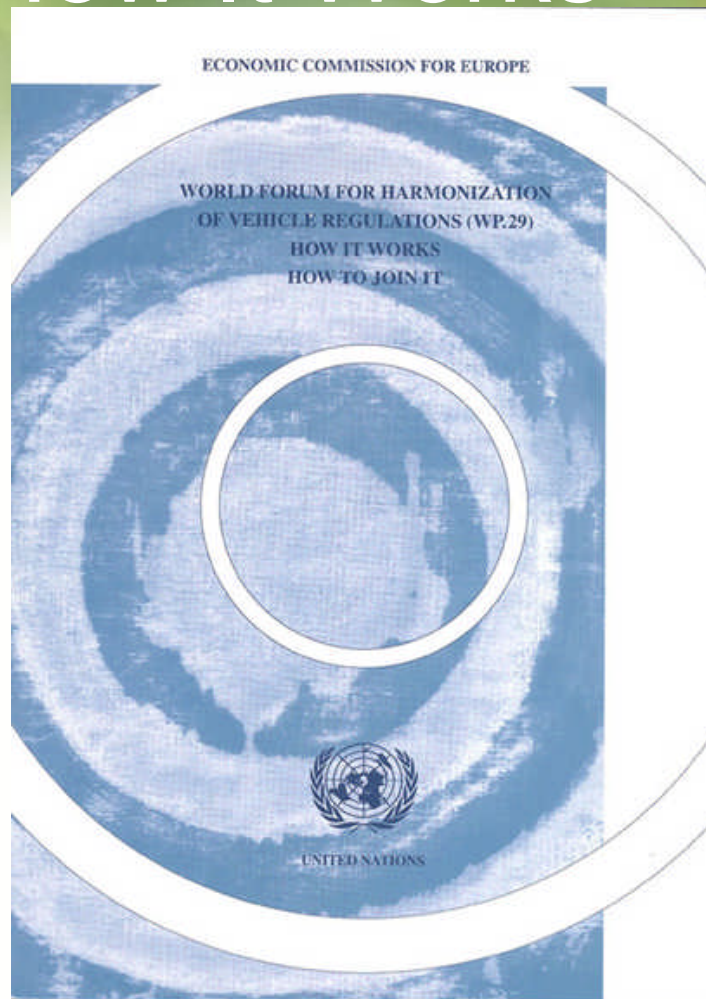
(Canada, USA, Japan, France, United Kingdom, EU, Germany, Russian Federation, P.R. of China, Republic of Korea, Italy, South Africa, Finland, Hungary, Turkey, Slovakia, New Zealand, Netherlands, Azerbaijan, Spain, Romania, Sweden, Norway, Cyprus, Luxembourg, Malaysia, India, Lithuania, Moldova, Tunisia, Australia, Kazakhstan and Tajikistan)





# WP.29:

## How It Works - How to join it







# Can WP.29 regulations facilitate international trade?

- **Agreements develop regulations with technical provisions**  **similar set of provisions for the countries Parties to the Agreements**
- **Regulations developed by WP.29 have proved their efficiency in safety and environmental protection**
- **Developing new regulations is an expensive and technically difficult task**
- **Why not recommending the application of world-wide developed vehicle regulations instead of developing new vehicle regulations?**
- **Developing economies can apply “previous” versions of WP.29 regulations as an step to the complete harmonization of vehicle regulations**







# Can WP.29 regulations facilitate international trade?

- **Differences between the regulations by Agreements**
  - ❖ **1958 : Countries shall apply the UN Regulations without amendments**
  - ❖ **1998 : Countries can transpose UN GRTs with amendments**
- **Mutual recognition of the type-approvals granted**
  - ❖ **1958: Vehicle type approved by country "A" accepted by all countries (Parties)**
  - ❖ **1998: No administrative provisions**
- **Adoption of Regulations**
  - ❖ **1958: 2/3 majority of the Contracting Parties**
  - ❖ **1998: consensus**





# THANK YOU FOR YOUR ATTENTION

<http://www.unece.org/trans/main/welcwp29.html>

