

AMENDMENTS TO RULE No. 1 OF THE 1997 AGREEMENT
(PERIODICAL TECHNICAL INSPECTIONS)

Upon the request by the Administrative Committee (AC.4) of the 1997 Agreement (see WP.29 report TRANS/WP.29/953, paras. 157-160), GRB considered, during its fortieth session, the alignment of the provisions of Rule No. 1 with those specified in the European Union Directive 96/96/EC (see GRB report TRANS/WP.29/GRB/38, paras. 18-21).

At the forty-ninth session of GRPE in January 2005, the expert from the Netherlands presented the informal documents Nos. GRPE-49-2 (comparison of EU Directive 96/96/EC and Rule No. 1), GRPE-49-3 (draft proposal for the alignment of Rule No. 1 with 96/96/EC) and GRPE-49-4 (draft proposal for the alignment of Rule No. 1 with 96/96/EC including additional provisions to insert specification for the inspection of natural gas vehicles) on this subject. These documents can be consulted or downloaded from the following WP.29/GRPE website:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/grpeinf49.html>

The following text is an extract of the above-mentioned informal documents and regards the proposed amendments relating to noise emissions ¹:

Comparison between EU Council Directive 96/96/EC and Rule No. 1 to the 1997-Agreement

Referenced documents

- ◆ (Doc. 1): Council Directive 96/96/EC of December 20, 1996 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers, as amended by Directive 1999/52/EC, 2001/9/EC, 2001/11/EC and 2003/27/EC.
- ◆ (Doc. 2): Rule No. 1, Uniform provisions for periodical technical inspections of wheeled vehicles with regard to the protection of the environment, Addendum 1 to the Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections (1997 Agreement).
- ◆ (Doc. 3): United Nations Economic Commission for Europe, Consolidated Resolution on the construction of vehicles (R.E.3), document TRANS/WP.29/78/Rev.1/Amend.2.

Purpose of the document

The European Union (EU) has indicated that they are looking into the possibility to become a Contracting Party to the 1997-Agreement. The 1997-Agreement presently specifies uniform provisions for periodical technical inspections of wheeled vehicles with regard to the protection of the environment. The EU has laid down similar provisions in Directive 96/96/EC.

It is obvious that a difference in provisions, either way as far as the stringency of the requirements are concerned, is not acceptable for the EU when they enter the 1997-Agreement.

In order to determine the differences between mentioned provisions this comparison is made as well as a proposal for the text of Rule No. 1, Revision 1.

^{1/} Note by the secretariat: As a conclusion on the proposal for draft amendments to Rule No. 1 introduced by the expert from the Netherlands, the current text of the provisions relating to noise emissions should be maintained (e.g. unchanged).

Introduction

Rule No. 1 and Directive 96/96/EC are not directly comparable because they differ in scope as far as the vehicle categories and the inspection areas are concerned. As Rule No. 1 is far more limited in its requirements than Directive 96/96/EC, Rule No. 1 will be used as the basis for the comparison in this document. This means that firstly only those inspection requirements of Directive 96/96/EC will be considered which are also subject of consideration in Rule No. 1 being (ref. Doc. 2, paragraph 5, Inspection Requirements):

- the identification of the vehicle
 - exhaust emissions
 - **noise emissions**
 - other environment related items listed in the annex,
- and secondly attention will be paid to the other requirements for only those vehicle categories that are covered in the scope of Rule No. 1.

Inspection requirements Rule No. 1 versus Directive 96/96/EC

The comparison of the inspection requirements was done according to the well-ordered arrangement of Rule No. 1. The corresponding paragraphs of the Directive shall be listed (items B) and than be compared with the requirements of Rule No. 1 (item C).

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A.4 Noise emissions

NOISE EMISSIONS	
ITEMS	PRINCIPAL REASONS FOR REJECTION
Noise suppression system	- missing (partially or completely) or seriously defective

- B Directive 96/96/EC
(Annex II, items to be compulsory tested, Cat. 1 and 2, item 8.1)

8. Nuisance
8.1. Noise

- C Although the Directive and the Rule differ in text, the same intention is meant.

Proposal for draft amendments to Rule No. 1.

Justification:

It is recommended to adopt the text of the present Rule No. 1 for those items which are comparable.

The easiest way to cope with the requirements of the EU, as far as exhaust emission is concerned, is to replace the technical content of Rule No. 1 with the consolidated version of Directive 96/96/EC as amended by the Directives 1992/52/EC, 2001/9/EC, 2001/11/EC and 2003/27/EC.

References in Directive 96/96/EC to other Directives shall be substituted by references to equivalent Regulations

A proposal for the text of Rule No. 1, Revision 1, is reproduced below.

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Proposal:

"UNIFORM PROVISIONS FOR PERIODICAL TECHNICAL INSPECTIONS
OF WHEELED VEHICLES WITH REGARD TO THE PROTECTION OF THE
ENVIRONMENT

Rule No. 1, **Revision 1**

Annex

MINIMUM INSPECTION REQUIREMENTS

1. SCOPE

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4. NOISE EMISSIONS

ITEMS	PRINCIPAL REASONS FOR REJECTION
Noise suppression system	- missing (partially or completely) or seriously defective

5. OTHER SAFETY AND ENVIRONMENTAL-RELATED ITEMS

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