

## **Proposal for the 1997 Vienna Agreement development**

### **Preamble**

The World Forum considered possible options for the development of the 1997 Agreement and agreed at its 146-th session, in a short-term view, to continue the development of the 1997 Agreement by updating Rule No. 1 and draft Rule No. 2 in close collaboration with CITA. For the long-term view, the World Forum considered the possibility to change the philosophy of the Agreement and to become an Agreement with a set of harmonized technical prescriptions for vehicles in use, derived from those of the Agreements on the construction of vehicles (1958 and 1998 Agreements).

The Russian Federation calls for an integrated approach for the development of the 1997 Agreement. The Convention on Road Traffic of 1968, the 1958 and 1998 Geneva Agreement and the 1997 Vienna Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life. This document describes this concept in general.

### **1. Technical Requirements for the Vehicles in Use**

The main international agreement facilitating international traffic and increasing road safety through the adoption of uniform traffic rules is the Convention on Road Traffic of 1968 (the Convention). There are 80 Contracting Parties to the Convention and among them almost all European countries.

In accordance with the Convention (article 3, para 2 a) and supplementing it European Agreement the Contracting Parties of the Convention shall also 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 1997 Vienna 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 (PTI), 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 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 Convention on Road Traffic of 1968. However the Contracting Parties of the Convention shall be bound to recognize ITIC if applicable. It means that this obligation is applied only to the Contracting Parties of the Agreement. The majority of the Contracting Parties of the Convention have not become the Contracting Parties of the Agreement. International carriers are not in equal conditions.

## **2. System of Harmonized Technical Prescriptions for Construction of Vehicles and Vehicles in Use**

The Convention on Road Traffic of 1968, the 1958 and 1998 Geneva Agreement and the 1997 Vienna Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life (fig.1).

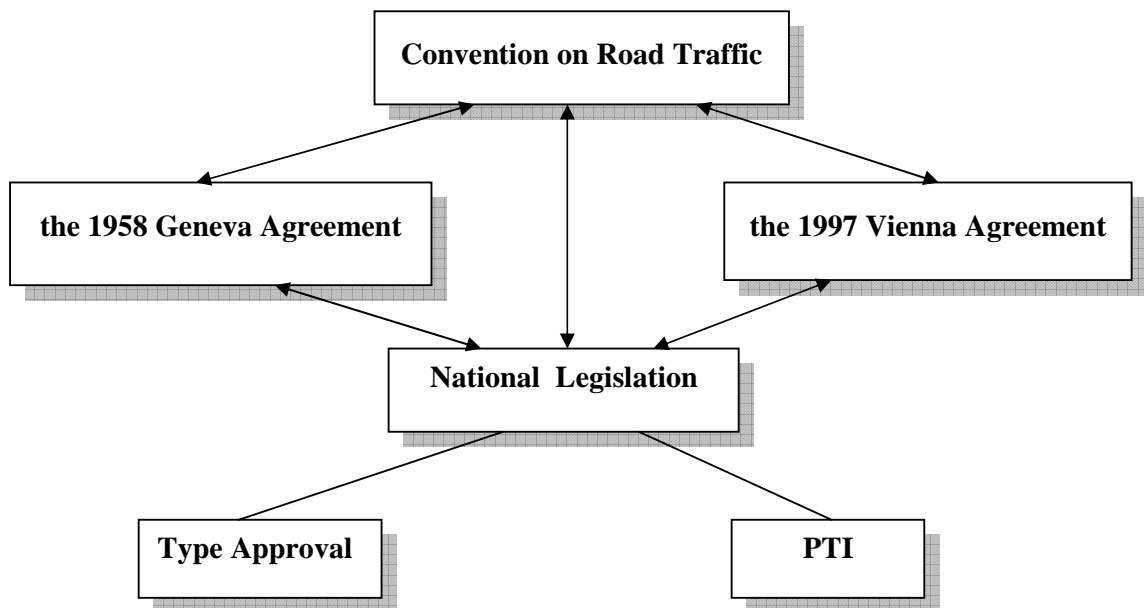


Fig.1

Rules annexed to the 1997 Vienna Agreement shall contain the prescriptions for the vehicles in use and their components. Vehicles shall be designed, constructed and fitted in such a way that it is capable of conformity to the prescriptions during normal operation of the vehicle, or combination of vehicles. Consolidated Resolution on the Construction of Vehicles (R.E.3) could unite the type approval requirements and requirements for the vehicle in use. The consolidation can improve the level of compliance.

Safety prescriptions for vehicles in use should be covered by set of Rules including and not limited:

- Brake control safety;
- Steering control safety;
- Conditions of light and signal devices;
- Visibility from the driver's position;
- Conditions of the tyres;
- Conditions of coupling devices;
- Safety of electronically controlled systems.

The Rules contain requirements and methods of inspection.

The draft Rule 2 can refer to Rules devoted to separate systems or components. In compliance with the Convention the Rules can be adopted the Contracting Parties and included into periodic technical inspection procedures. It will encourage harmonization the requirements for vehicles in use (fig.2).

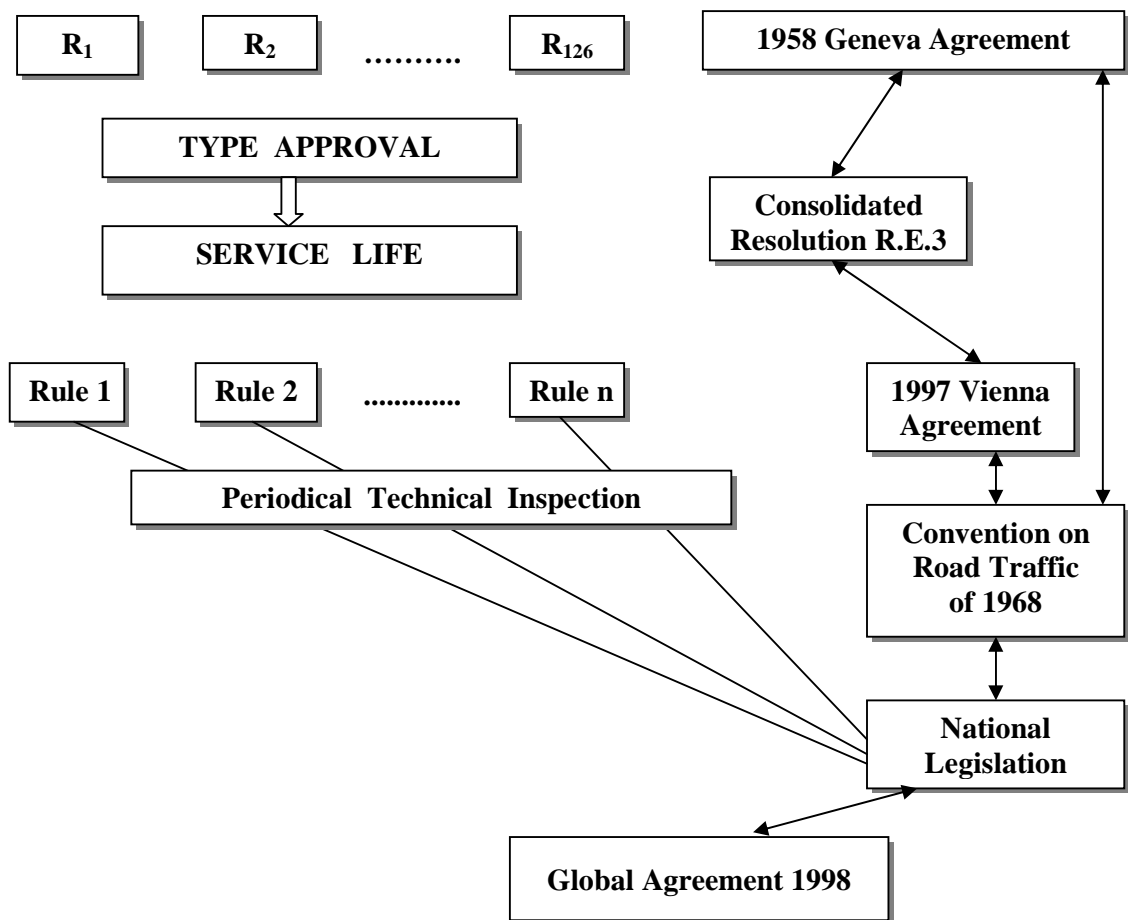


Fig.2

Consolidation of the 1958 Geneva Agreement and the 1997 Vienna Agreement takes an opportunity to work out draft Rules in the working groups of WP.29. Specialized associations for periodic technical inspections can participate in the process.

The Contracting Parties may submit a request to the Executive Committee of the 1998 Geneva Agreement for the listing in the Compendium of Candidates of any technical regulation that such Contracting Party applies for vehicle in use. That regulation may be candidate for adoption as global Rule.

### **Proposals**

The Convention on Road Traffic of 1968, the 1958 and 1998 Geneva Agreement and the 1997 Vienna Agreement form a system of international standards harmonizing requirements for motor vehicles at all stages of their life.

The majority of European countries are the Contracting Parties of the Convention on Road Traffic of 1968 and should encourage increasing road safety through harmonization technical requirements for vehicles in use.

The 1997 Vienna Agreement is an instrument for harmonization as far as possible the requirements for vehicles in service. Its title could be amended to “Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles” or “Agreement concerning the adoption of uniform prescriptions for wheeled vehicles in use”.

The end of the first sentence in Article 1 beginning from words “and shall reciprocally recognize ... those Rules” could be deleted.

The last sentence in Article 1 beginning “As proof shall serve a technical inspection ...” could be deleted.

Appendix 2 to the Agreement could be transferred to the Convention.

WP.29 could ask WP.1 to discuss paragraph 3 of Article 3 of the Convention regarding the obligatory status of the international technical inspection certificate.

The Contracting Parties of the Agreement could work out a solution on recognition of ITIC for transitional period to put international carriers into equal conditions.

The postponed draft Rule 2 should be discussed in the working groups of WP.29 as first step of further development the Agreement.

The Contracting Parties of the 1997 Vienna Agreement are invited to approve set of Rules to be developed in short term and start work on it.