



INSTYTUT TRANSPORTU SAMOCHODOWEGO
MOTOR TRANSPORT INSTITUTE



Ministry of Economy
and
Sustainable Development



UNECE

Road map

the 1958 Agreement implementation

in Poland



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1968 - assigns the ITS to develop a national road vehicles' safety certification testing system that in future would be a legal basis for the national vehicle registration system



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1974 - the ITS sends the survey to the Ministry suggesting to join the UNECE 1958 Agreement that would constitute the set of component technical prescriptions for the national vehicle type approval system



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1976 - After a lengthy technical, economical and political decision-making process involving the Ministries of Finance, Economy, Industry, Foreign Affairs and the Polish United Workers' Party, the Director of the ITS was assigned a task to contact the United Nations Economic Council for Europe (UNECE) through diplomatic channels in order to learn about the basic principles of the UNECE vehicle type-approval system, as described in the *1958 Agreement*.



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1978 - Then, the decision was taken that Poland should join the UNECE *1958 Agreement*. It was finalised on the 13th of March 1979 and Poland has adopted first 18 out of 34 UNECE Regulations that were in force at the time. Soon after, the ITS was appointed and notified as a leading Technical Service.



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1983 - Publication of the first version of the *Ordinance of Minister of Transport on Technical Prescriptions of Vehicles* that includes the framework of whole vehicle type-approval system for vehicles of M, N, O, R and T categories. It's structure is based on the EEC framework Directive 70/156/EEC, being extended beyond the M₁ category (passenger cars). The ITS is appointed and notified as a leading Technical Service, the only one for the National Whole Vehicle Type-Approval (NWVTA) system. The component approvals are based on the UNECE Regulations attached to the *1958 Agreement*.



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2004 - (1st of May). **Poland joins the European Union.**

Its National Whole Vehicle Type-Approval (NWVTA) system is a mirror of the EC one, but extended beyond the vehicles of M₁ category (to all M, N, O, R & T).

It results in NO CHANGES in the NWVTA system that becomes also the ECWVTA system.

The ITS was appointed and notified as a leading Technical Service also with the EC.



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Conclusion

Since then, the Polish National / EC Whole Vehicle Type-Approval system has evolved together with the minor changes of both UNECE *1958 Agreement* and equivalent EU legislation, but the system is still working well, based on the principles of both UNECE and EU systems.



Questions?





Thank you
for your kind attention

