

Terms of Reference for Informal Working Group on Safer and Cleaner Used and New Vehicles (IWG on SCUNV) for Developing Countries

I. Introduction

1. At the 185th session of WP.29 held in November 2021, UNECE secretariat presented the latest activities of the UNRSF “Safer and Cleaner Used Vehicles for Africa” project and invited the World Forum to consider the establishment of an IWG to take a lead role in handling technical issues related to this topic.
2. ECE/TRANS/WP.29/1161, para.112 &113 contains WP.29 decision to establish an Informal Working Group (IWG) to take a leading role in vehicle regulatory elements in the areas of safety and environmental protection for both new and used vehicles for countries in different economic situations. This decision will require the IWG to use existing data, research, as well as UN Regulations / UN GTRs/UN Rules and or equivalent National/Regional standards as a guidance to form further discussions, activities, and outcomes of this group.

II. Terms of Reference

1. The IWG shall develop a set or sets of minimum requirements for technical requirements of new and used vehicles as pertaining to the safety and environmental condition of vehicles based on a multi-pillar approach. This approach may include Roadworthiness Inspections at Exporting/Importing countries, Periodical Technical Inspection (PTI) at Exporting/Importing Countries, data and information sharing and random testing.
2. The IWG shall take full account of developments and work in full cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs.
3. The IWG shall to the maximum extent take into account work done, research, Resolutions and Regulations available within the framework of the 1958, 1997 and 1998 UN Agreements and or other equivalent/similar National/Regional regulations and standards, in particular those defining criteria for the import and export of vehicles on a National/Regional basis.
4. The IWG shall address the roles of exporters and importers in ensuring vehicle compliance with the minimum requirements established.
5. [The IWG shall propose requirements, frameworks, and mechanisms that promote import/export of vehicles without prejudice to the regulatory regimes under which market introduction of the vehicles may have originally been permitted.]

6. Among the deliverables foreseen (and to be foreseen) in a Framework Document and to be developed by the IWG are:
 - Identify and establish a minimum set of safety requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National /Regional standards that should qualify a new or used vehicle safe to be exported or imported. If necessary, also a differentiated requirement for countries with different levels of development.
 - Establish a minimum set of environmental requirements based on existing UN Regulations/UN GTRs/UN Rules and or other equivalent National/Regional standards that can be used to qualify a vehicle sufficiently (to be defined) clean for use in developing countries.
 - Develop basic test criteria and if necessary, also further levels to decide if new and used vehicles meet both environmental and safety requirement as established by this IWG and if these criteria are applicable to importing or exporting countries.
 - Possible recognition of system's, test criteria and levels within this framework such that parties accept approval/certification granted by/in any Country.
 - As an important Goal to monitor the progress about the development of a Harmonized Life Cycle Assessment (LCA) Methodology
7. The final deliverable may have the form of a Resolution, Agreement or Convention
8. The IWG may decide to work in phases on the different work items. The major work items are importing used vehicles and importing new vehicles.
9. The requirements shall, to the fullest extent possible, be performance-based and technology-neutral and be prepared in a neutral form such that they can be adapted for use under the 1958, 1997 and 1998 UN Agreements.
10. The IWG focuses exclusively on vehicles. Therefore, national requirements for traffic rules are outside the scope of the work of this IWG.
11. The requirements on safety and environmental performance of vehicles are exclusively determined by the importing country. [The minimum safety requirements established by the IWG shall apply to both importing and exporting countries.]
12. The IWG may set processes in place that will allow the monitoring of the success of the measures taken and adapt or endorse successful measures in safety and environmental performance.

III. Rules of Procedure

1. The IWG shall report to WP.29 and is open to all participants of WP.29 (see Rule 1 of WP.29 Rules of Procedure).
2. The Chair(s) and a secretary will manage the IWG.
3. The Chair(s) may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting. This does not prevent anyone from submitting informal documents with shorter deadlines.
6. An agenda and related documents will be circulated to all members of the IWG at least five working days in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, the Chair or Co-Chair of the group shall present the different points of view to WP.29. The Chair may seek guidance from WP.29 as appropriate. (Final endorsement of the results of the work of the Group, will be subject to WP.29)
8. The progress of the IWG will be reported routinely to WP.29 – wherever possible as an informal document and presented by the Chair or Co-Chair.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 [and the Contracting Parties].