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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****127th session**

Geneva, 15–19 April 2024

Item 19 of the provisional agenda

**Consolidated Resolution on the Construction of Vehicles****Proposal for amendments to the Consolidated Resolution on  
the Construction of Vehicles****Submitted by the expert from the International Federation for Historic  
Vehicles \***

The text reproduced below was prepared by the expert from the International Federation for Historic Vehicles to introduce a definition of historic vehicles. The modifications to the current text of the Consolidated Resolution on the Construction of Vehicles (R.E.3) are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Insert new paragraph 1.16., to read:*

- "1.16. "Vehicle of historical interest" means any vehicle which is considered to be historical by the country of registration or one of its appointed authorising bodies and which fulfils all the following conditions:**
- (a) the vehicle was manufactured or registered for the first time at least 30 years ago;**
  - (b) the specific type of vehicle, as defined in the relevant international or national law, is no longer in production; and**
  - (c) the vehicle is historically preserved and maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components."**

## II. Justification

1. Historic vehicles are our motoring heritage. This heritage not only presents the physical timeline of the evolution of motorised transport, it also helped shape twentieth century social, industrial and economic development. The advent of the motor vehicle radically changed living and working structures: (a) by advancing the growth of urban and industrial areas and road networks which together reshaped the physical landscape; and (b) by greatly contributing to social mobility. Historic vehicles themselves are one of the clearest identifiers of the evolution of twentieth century technical and design evolution.
2. However, historic vehicles are increasingly different from the modern fleet of vehicles. Intelligent transport systems and electric engines determine the path of decision makers who regulate the design and use of vehicles and roads. Improved environmental, roadworthiness, and road and vehicle safety legislations, can have the unintentional and undesirable effect of restricting the use of historic vehicles, with these ultimately being restricted from use on public from the roads. This should be avoided because the social and cultural value of historic vehicles relies on the fact that they provide the public with a free moving museum of motor heritage by their presence on public roads. The cultural richness of our movement relies precisely on the capacity of vehicles to effectively operate as such even if considered historical artefacts.
3. The regulatory experience in many countries and organizations of countries (like the EU) has shown us that, as the mobile environment evolves in line with the increased technical and environmental demands for vehicles, it is essential to provide for a regulatory ad hoc regime for historic vehicles, to avoid regulations impacting on their preservation and use. In the EU, the introduction of a definition of vehicles of historical interest in the legislations of reference has helped regulators avoid and mitigate adverse legal effects on historic vehicles. The most paradigmatic example is shown with the EU Directive on roadworthiness testing 2014/45/EU – the definition proposed above, already allows the 27 EU member States, all of them members to ECE, to adapt their roadworthiness rules to the specific necessities of historic vehicles as opposed to regular vehicles.
4. In order to replicate this positive experience at the UNECE level, the World Forum for Harmonization of Vehicle Regulations could introduce a definition of historic vehicles in the Consolidated Resolution on the Construction of Vehicles (R.E.3) in order to develop an international regulatory safeguard in favour of automotive heritage that can be adopted by the UNECE Parties. For the sake of building on a definition that already counts on a great consensus among UNECE members countries, it is proposed to adopt the definition of historic vehicles already included in the EU Directive on Roadworthiness testing, which has already been incorporated

into EU law as well as the national law of the 27 EU member states and contracting parties of the 1958 Agreement.

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