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Item 14 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 experts from Norway and Sweden *

The text reproduced below was prepared by the experts from Norway and Sweden to support the introduction of a definition of historic vehicles into the Consolidated Resolution on the Construction of Vehicles. It is based on ECE/TRANS/WP.29/GRSG/2024/5 and it amends paragraph 1.16 (c). The modifications to the ECE/TRANS/WP.29/GRSG/2024/5 are marked in bold for new or strikethrough for deleted characters.

* 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 **maintained in its original state while being in a historically preserved and maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components correct condition that encompasses both its original form and period-appropriate modifications or modifications according to national law.**"

II. Justification

1. Some older vehicles are modified due to retrofitting requirements, and we are also support modifications that enhance road safety and reduce the environmental impact of vehicles. We believe it is beneficial to have flexibility in the definition to allow for the retrofitting or modification of historic vehicles.

2. As stated in point (c) of the proposal of the International Federation for Historic Vehicles (ECE/TRANS/WP.29/GRSG/2024/5), any vehicle that has been modified or rebuilt falls outside the definition of a "historic vehicle." We believe that it is too restrictive to limit the term "historic vehicle" to completely original vehicles. Period-appropriate modifications should be allowed. We believe that historic vehicles, even if partially or fully disassembled, should be considered historic if they can be restored to an operable and historically accurate condition.

3. Therefore, we propose to amend the definition in point (c) of ECE/TRANS/WP.29/GRSG/2024/5 to include all aspects of our motoring heritage, including vehicles that have been modified for personalization, by the aftermarket industry, or for motorsport.

4. In the view of Norway and Sweden, our automotive heritage also includes the personalization and modification of vehicles throughout the history of the motor vehicle. Iconic vehicles such as the Ford Escort Mk 1 and 2, modified for rallying, the 1932 Ford Coupe from the film "American Graffiti", and the Shelby GT500 from "Gone in 60 Seconds" exemplify how modified vehicles represent important cultural influences in our society. Vehicles modified during or after the Second World War to meet personal and commercial transport needs also exemplify modified vehicles that should be considered historic. Additionally, vehicles modified for motor racing are an important part of our motoring heritage.

5. The motor vehicle represents personal freedom and mobility. Modifying and personalizing vehicles has been, and continues to be, crucial aspects of the history of motor vehicles and, therefore, of our motoring heritage.
