



EUROMED ACTIVITIES ON UN AGREEMENTS CONCERNING ROAD VEHICLES

Phases I and II

EuroMed RRU Transport Project

ITC, 23 – 26 February 2016

The Project



- In the context of **ENPI: European Neighbourhood and Partnership Initiative – South**
- **Concerned countries:** Algeria, Egypt, Israel, Jordan, Libyan, Libya, Morocco, Palestine, Syria, and Tunisia
- **Bureau of the project:** Tunis
- Phase I covered: Jordan, Morocco and Tunisia
- Phase II covered: Jordan, Morocco, Tunisia, Egypt and Israel



Project objectives



- **Land** transport
- **Regulatory** reform and adaptation
- Operational conditions as to facilitate **cross-border** transport
- **Safety** in land transport modes
- Sustainable and efficient transport in **urban areas**
- **Learning** from experience in the wider Mediterranean region

Project Objectives



- **Promote** the main UNECE Road Transport Agreements
- Better understand **benefits** and adopt **national legislation**
- **Share experiences** from countries implementing these agreements
- Discuss **potential reforms** in the field of road transport



Phase I: Pilot work in Jordan, Morocco and Tunisia

Phase II: Continuation and extension of the pilot work implemented in 2014

The specific objectives are to:

- **Conduct a diagnosis** of the actual situation relating to vehicle regulations and compare it with UN related Agreements and EU Regulations/Directives.
- Having a clear picture of the actual situation, identify and suggest **appropriate legislative modification** to existing national legislation;
- **Promote accession to and implementation** of the UN 1958 Agreement and the UN 1997 Agreement;
- Organize on a demand driven basis **Capacity building events and Vehicle Type Approval workshops**; and
- Provide **ad-hoc TA on the accession to and implementation** of the respective Agreements and on the functioning of the vehicle type approval and periodical technical inspections systems
- **Extend** the pilot action done in Jordan, Tunisia and Morocco to Egypt and Israel



- - Jordan (Phases 1 & 2)
- - Morocco (Phases 1 & 2)
- - Tunisia (Phases 1 & 2)
- - Israel (Phase 2)
- - Egypt (Phase 2)



- Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:

- No Contracting Party to the 1958 and 1997 Agreements
- Has a legal national system of Vehicle Type Approval (VTA)
- Jordan standards on VTA based on old versions of both UN Regulations annexed to the 1958 Agreement and on EU Directives and regulations
- Practical implementation of the VTA needs to be improved
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement



B. RECOMMENDATIONS:

- Accede to the 1958 and 1997 Agreement
- Modify the national legislation for an effective VTA system based on the UN Regulations of the 1958 Agreement. In future IWVTA
- Select a number of UN Regulations as mandatory for registration process and implement the rest by steps
- Implement, in practise, the VTA system
- Adapt the national PTI system to that of the 1997 Agreement, making its 2 UN Rules mandatory
- More Technical Assistance is needed



- Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:

- No Contracting Party to the 1958 and 1997 Agreements
- Has a legal national system of Vehicle Type Approval (VTA)
- Its VTA system is based on more than 100 UN Regulations of the 1958 Agreement, but at the 1998 level
- The practical implementation of the VTA is near to that of the EU system concerning the Whole Vehicle Type Approval.
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement



B. RECOMMENDATIONS:

- Accede to the 1958 and 1997 Agreement
- Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement.
- Select a number of UN Regulations as mandatory for national VTA system and registration process, the same that of the EU
- Continue the application of the VTA based either on the EU Whole VTA system or on the UN Regulations of the 1958 Agreement. In future IWVTA
- Align the national PTI system to that of the 1997 Agreement, making its 2 UN Rules mandatory
- More Technical Assistance is needed



- Participated in phases 1 & 2 of Euro Med programme

A. FINDINGS:

- Contracting Party to the 1958 and 1998 Agreements. No CP to the 1997 Agreement
- Has a legal national system of Vehicle Type Approval (VTA)
- Its legal VTA system is based on a generic reference to the approval of systems and components
- The practical implementation of the VTA is based on UN Regulations and EU Directives.
- Type Approval Authority has recently been nominated
- Has a national Periodical Technical Inspection (PTI) system, which is no far from the provisions of the 1997 Agreement, although needs more resources to apply all the provisions



B. RECOMMENDATIONS:

- Accede to the 1997 Agreement. (In process)
- Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement.
- Select a number of UN Regulations as mandatory for national VTA system and registration process and implement the rest by steps
- Continue the application of the VTA based either on the EU Whole VTA system or on the UN Regulations of the 1958 Agreement. In future IWVTA
- Align the national PTI legislation to that of the 1997 Agreement, making its 2 UN Rules mandatory
- Increase resources for a complete application of the provisions of the 1997 Agreement
- More Technical Assistance is needed



- Participated in phase 2 of Euro Med programme

A. FINDINGS:

- No Contracting Party to the 1958 and 1997 Agreements
- Has a legal national system of Vehicle Type Approval (VTA)
- Its VTA system is based on the WVTA of the EU acting as a EU Member State
- Israel also accepts vehicles in conformity with USA standards (NHTSA and EPA)
- Has a national Periodical Technical Inspection (PTI) system, which is the same of the EU



B. RECOMMENDATIONS:

- Accede to the 1958, 1998 & 1997 Agreements
- Modify the national legislation for an updated VTA system based on the UN Regulations of the 1958 Agreement and on the EU WVTA. In future IWVTA
- Apply the same UN Regulations applied by the EU as mandatory for national VTA system and registration process
- More Technical Assistance, if required by Authorities



- Participated in phase 2 of Euro Med programme

A. FINDINGS:

- Contracting Party to the 1958 no to the 1997 Agreements
- Has not a legal national system of Vehicle Type Approval (VTA)
- Preparing VTA system to be based on the IWVTA
- Apply all the UN Regulations.
- 10 UN Regulations mandatory. 35 more in 2017
- Has a national Periodical Technical Inspection (PTI) far from the 1997 Agreement. Building its 1st PTI station



B. RECOMMENDATIONS:

- Develop national legislation for a VTA system based on the UN Regulations of the 1958 Agreement. In future IWVTA
- Continue the mandatory application of UN Regulations by steps
- Accede to the 1997 Agreement
- Create a net of PTI centres
- Make the 2 UN Rules mandatory
- More Technical Assistance is required by Authorities

Regulated Activities



Emissions of pollutants and CO₂



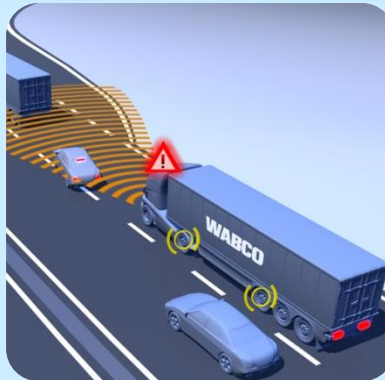
General safety



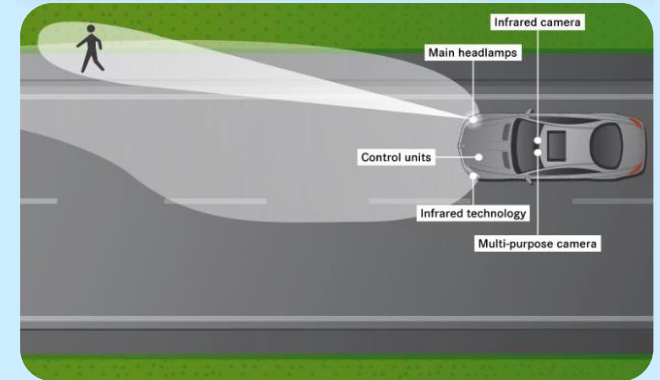
Passive safety



Noise



Active safety



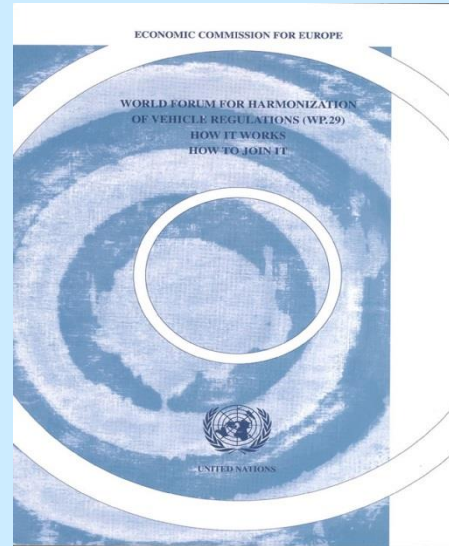
Lighting and light signalling



WP.29

How it works

How to join it?



<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29pub.html>



Thanks for your
attention

