



The World Forum for the Harmonization of Vehicle Regulations (WP.29)

The UN Vehicle Agreements

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World Forum For Harmonization of Vehicle Regulations, WP.29

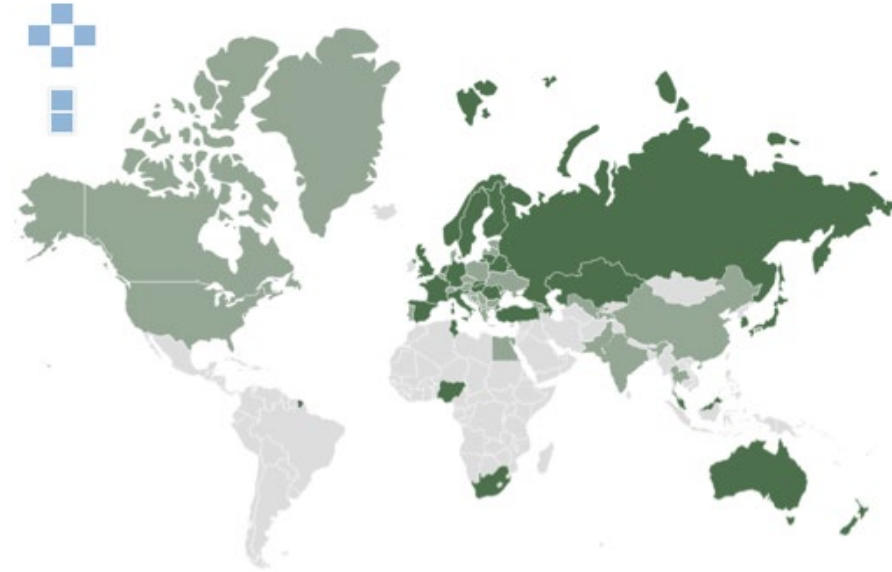
- UNECE Sustainable Transport Division: secretariat to WP.29 for more than 50 years
- WP.29 is:
 - the unique worldwide regulatory forum for the automotive sector
 - administrating three Multilateral UN Agreements



Construction regulations
1958 Agreement – Type Approval Regulations with mutual recognition of the type approvals
1998 Agreement – Global Technical Regulations



In Use PTI regulations
1997 Agreement – Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection



What is WP.29 doing?



Emissions of pollutants and CO₂



General safety



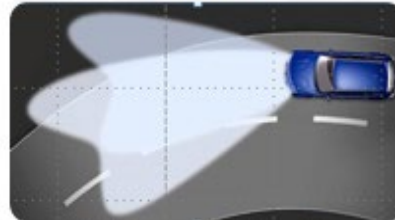
Passive safety



Noise and tyres



Automated/autonomous and connected vehicles



Lighting and light signalling

WP.29 and SDGs



Vehicle Approval 1958 Agreement

Vehicle Certification 1998 Agreement



Why does it matter?

Why vehicle regulations?

Several versions of a given model, because:

- Left Hand Drive
- Right Hand Drive
- The US/Canada version
- The Rest of the World...



Same type
Same model
Same brut
price

Different safety
depending on
national legal
requirements
(no airbags,
lower quality
material, less
welding points,
fewer structure
components,
etc...)



Principal Elements of the 1958 Agreement

Eligible Contracting Parties to the 1958 Agreement:

Members of UN



The 1958 Agreement provides:

Legal framework for the adoption of uniform UN Regulations on vehicle approval
(performance and test requirements, conformity of production and administrative provisions)

Reciprocal recognition of Type Approval
Approved once and accepted everywhere (CPs)



Principal Elements of the 1958 Agreement

- All vehicle parts and systems approved according to UN Regulations under the 1958 Agreement bear the unique **E**-marking



E stands for Excellence Effective Economic Efficient...

- The Type-Approval with an approval number and the approval date + test reports



Principal Elements of the **1958** Agreement

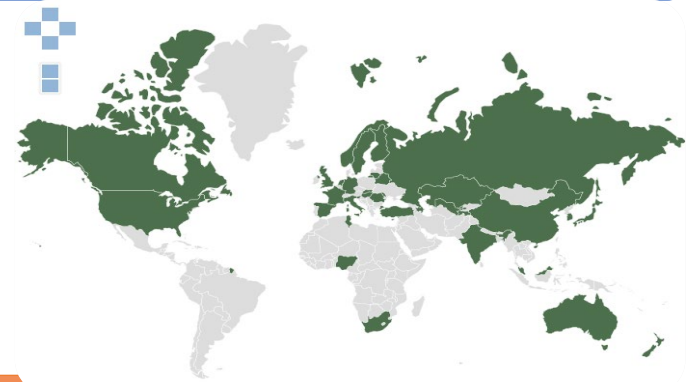
- 1958 Agreement provides the **legal framework** for the establishment and amendment of harmonized technical **United Nations Regulations** for wheeled vehicle, equipment and parts,
- Conditions for **reciprocal recognition of approvals granted** on basis of these UN Regulations. (approved once – accepted everywhere)
- Construction of **Safer** and more **Environmentally friendly** vehicles
- **Protect your country from unsafe vehicles** by applying UN Regulations
- Today 165 UN Regulations annexed to the 1958 Agreement
- 59 Contracting Parties
- **At time of accession** country may decide if it wishes to apply all, several or none of the UN Regulations as well as their versions.
- **At any time**, a Contracting party can notify application or ceasing of applying a UN Regulation



Principal Elements of the 1998 Agreement

Eligible Contracting Parties to the 1998 Agreement:

Members of UN



The 1998 Agreement provides:

Legal framework for the adoption of uniform Global Technical Regulations
- UN GTRs -

Performance and test requirements no administrative provisions
(for self certification and homologation)



Principal Elements of the 1998 Agreement

Contracting Parties to the 1998 Agreement

Commit themselves to implement a GTR into national legislation, when voting in favour

Need a system/agency for market surveillance and enforcement of production compliance

The 1998 Agreement requests

Regular reporting by Contracting Parties on the implementation of GTRs in their national law



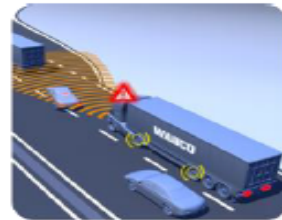
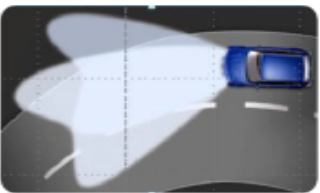
Principal Elements of the **1998** Agreement

- 1998 Agreement provides the **legal framework** for the establishment and amendment of **United Nations Global Technical Regulations (UN GTR)** for wheeled vehicle, equipment and parts,
- Construction of **Safer** and more **Environmentally friendly** vehicles
- Towards global harmonization
- Today 23 UN GTRs annexed to the 1998 Agreement
- 38 Contracting Parties
- **At any time**, a Contracting party can notify application (by adopting it into its national law) or ceasing of applying a UN GTR
- A **country voting in favor** for establishing a UNGTR is obliged to start process for adopting it into its national law, and shall annually report on the status of the process



The most important UN Vehicle Regulations to make a change to road safety

Topic	Passenger cars UN Regulation	PTWs UN Regulation	Commercial vehicles UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety	R 100	R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48



Periodic Technical Inspection PTI

1997 Agreement



Why Periodic Technical Inspections

- So called “low hanging fruit”
- Immediate effect on road safety
- Covers existing fleet



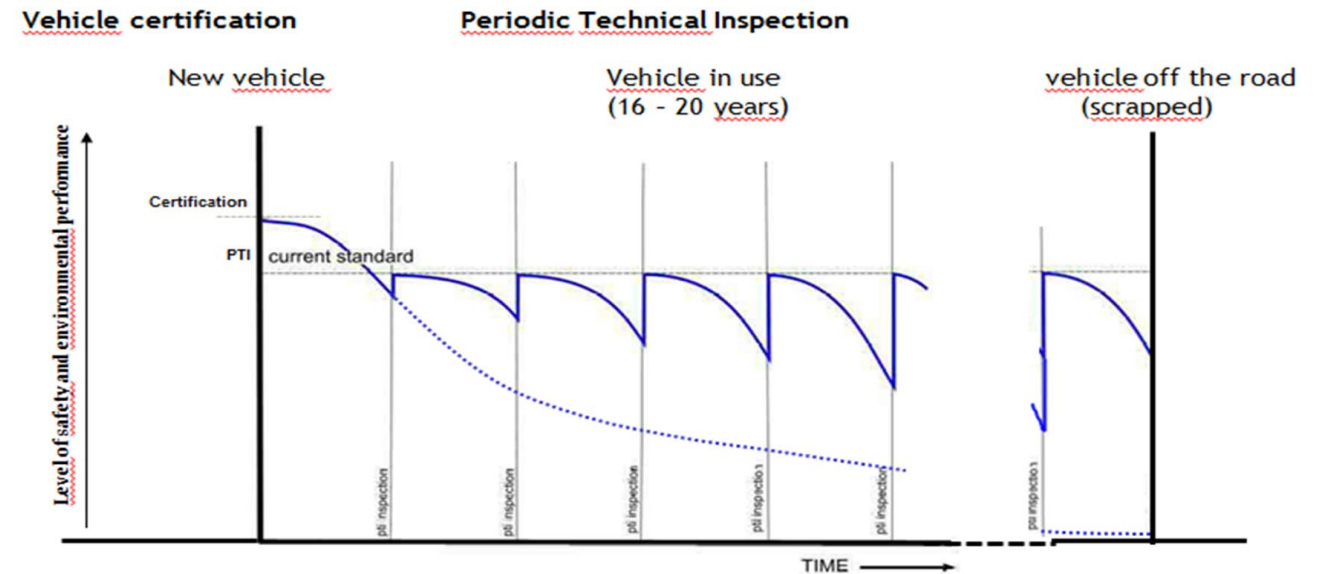
Why does it matter?

Why PTI ?

- Evidence base:
 - Technical defects related to fatal accidents (based on in-depth accident analysis)
 - 8 to 15% in high income countries (EU)
 - 15 to 25% in middle income countries



Vehicle Lifecycle



Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

Members of UN



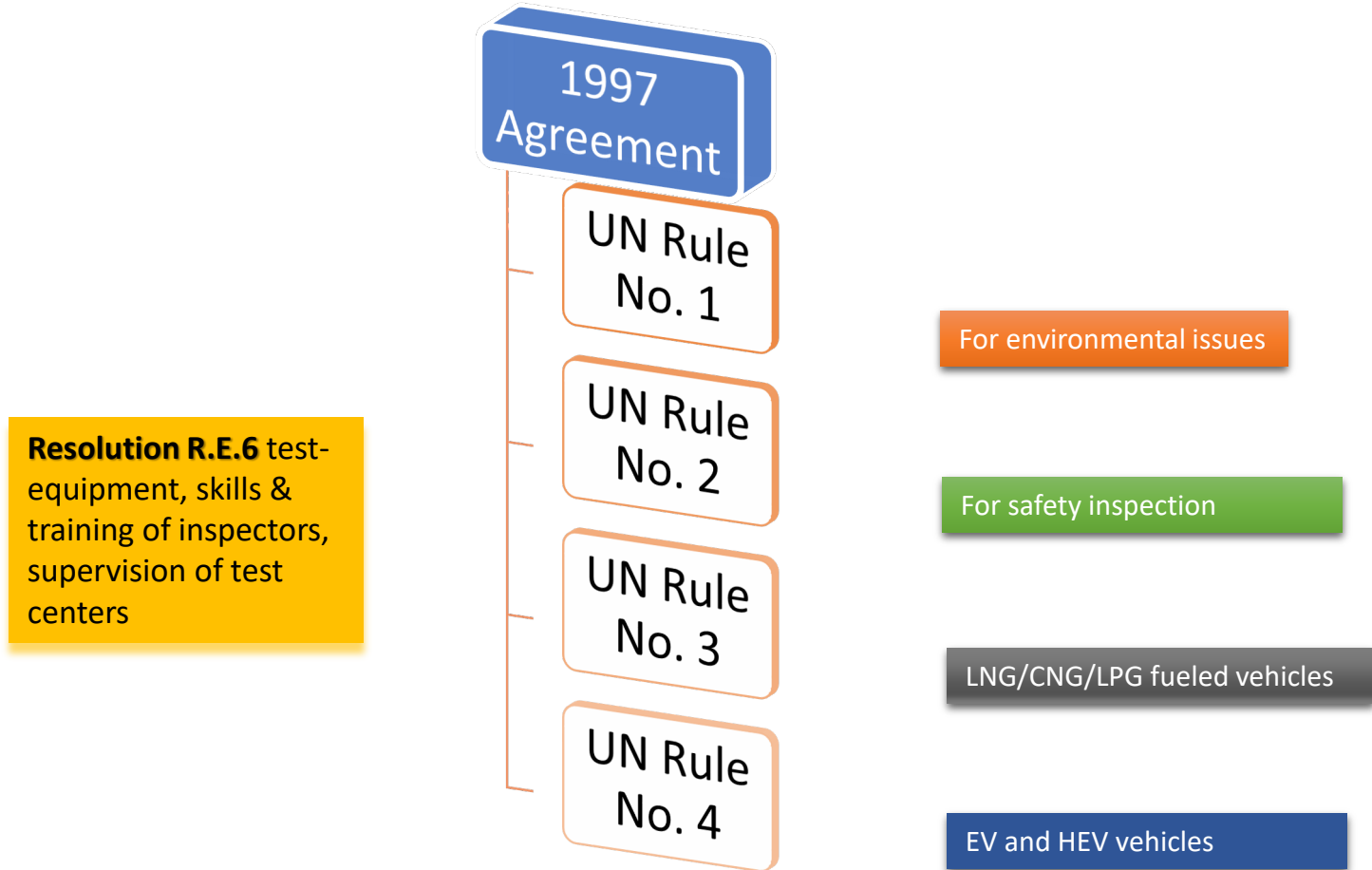
The 1997 Agreement provides:

Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use - cars, vans, trucks, buses and heavy trailers
(Test frequency, test items, test methods, examples of main defects, assessment of defects according to risk)

Reciprocal recognition of certificates of such inspections for cross-border use of vehicles



Principal Elements of the 1997 Agreement

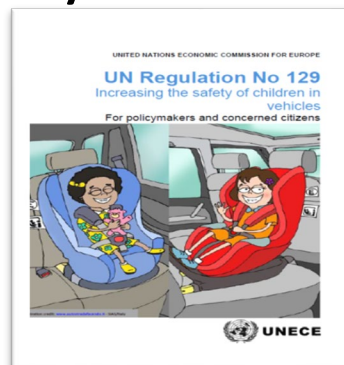
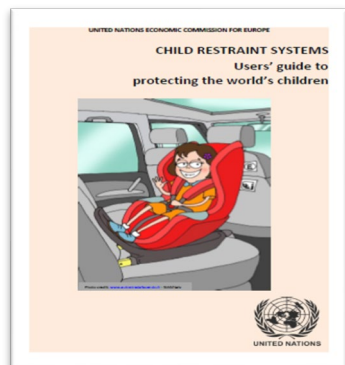


At time of accession country may decide if it wishes to apply all, several or none of the UN Rules. At any time, a Contracting party can notify application or ceasing of applying a UN Regulation

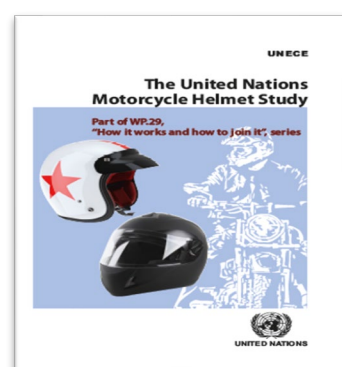
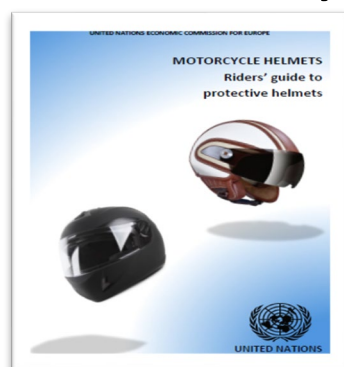


Leaflets and Publications

- Child restraint systems



- Motorcycle helmets



- Roadmap for accession and implementation of UN 1958 and 1997 Agreements



- World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It





INLAND TRANSPORT COMMITTEE



Thank you!

<https://unece.org/transport/vehicle-regulations>

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