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Traffic Information Technologies
Ministry of interior, Egypt

EuroMed Transport
SUPPORT PROJECT

Concept Note

National Workshop on Vehicle Regulations and Periodical Technical Inspection



***Traffic Information Technologies Building, Ministry of Interior
Cairo, Egypt, 22 –24 October 2018***



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1. Background

The Ministers responsible for Transport of the Union for the Mediterranean (UfM) have agreed on the importance of Euro-Mediterranean transport cooperation founded on two complementary pillars: (i) regulatory reform and convergence in all relevant different transport sectors (maritime, civil aviation, road, railway and urban transport); and (ii) establishment of the future Trans-Mediterranean Transport Network (TMN-T), to be connected with the Trans-European Transport Network (TEN-T). To this end, two Regional Transport Action Plans (RTAPs) have been elaborated by the Euro-Mediterranean Transport Forum for the Mediterranean Region, the first RTAP concerning 2007-2013 and the new one for the period 2014-2020.

To complement the work of the EuroMed Transport programme in the land transport sector and assist the implementation of the RTAPs, the European Union has launched two EuroMed Regional Transport Projects:

- The “Road, Rail and Urban Transport” (EuroMed RRU) that lasted 5 years (2012-2016), aimed at supporting the implementation of the Trans Mediterranean Transport Network (TMT-N) by developing appropriate regulatory framework and operational conditions to facilitate cross-border transport, to enhance land transport safety and to promote sustainable and efficient urban transport.
- The new one, “EuroMed Transport Support Project”, started in January 2017 and will last 4 years, aiming to increase the sustainability and performance of transport operations in the Mediterranean region through increased safety in transport operations; increased efficiency / lower costs of transport; lower environmental impact of transport, thus contributing to regional economic integration, economic well-being and job creation. The project covers Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, State of Palestine and Tunisia.

Action 9 of the 2014-2020 RTAP for the Mediterranean Region calls upon the EuroMed Partner countries adhere to and effectively implement the main United Nations road transport Agreements and Conventions. Except for Morocco and Tunisia, that are Contracting Parties to most of the main UNECE Road Transport Agreements, other EuroMed countries have not yet adhered to many of them and are not benefiting from their provisions. Egypt is among them, having acceded to only two of the main UN road transport legal instruments. See the respective reflecting EuroMed Partner countries’ accession to the main UNECE road transport Agreements.



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Accession status EuroMed countries To UN Main Road Transport Agreements 1st January 2018



No	UNECE International Conventions and Agreements (EuroMed Project beneficiary countries)	Algeria	Egypt	Israel	Jordan	Lebanon	Libya	Morocco	Palestine	Syria	Tunisia
1	Convention on Road Traffic, of 1968			✓				✓			✓
2	Convention on Road Signs and Signals, of 1968							✓			✓
3	European Agreement concerning the Work of Crews of Vehicles engaged in International Road Traffic (AETR), of 1970										
4	Convention on the Contract for the International Carriage of Goods by Road (CMR), of 1956				✓	✓		✓		✓	✓
5	The Customs Convention on the International Transport of Goods under Cover of TIR Carnets, of 1975 (TIR Convention)	✓		✓	✓	✓		✓	✓	✓	✓
6	International Convention on the Harmonization of Frontier Controls of Goods, Geneva, of 1982 (Harmonization Convention)				✓			✓			✓
7	The Customs Convention on the Temporary Importation of Private Road Vehicles, of 1954	✓	✓	✓	✓			✓		✓	✓
8	The Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 1956	✓									
9	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 1957							✓			✓
10	Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), of 1970							✓			✓
11	Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, of 1958		✓								✓
12	Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles, of 1998										✓
13	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections, of 1997										

During a formulation mission in Egypt, held from 1 to 3 February 2017, aimed at identifying the priority activities under the EuroMed TSP of interest to Egypt and the follow up missions under EuroMed TSP Activity 1A.3: Support Egypt implement necessary regulatory changes in road transport of goods and set up a Land Transport Regulatory Authority (LTRA), it was agreed, *interalia*, to organize a 3-day workshop in Cairo on Vehicle Regulations and Periodical Technical Inspection (PTI), hosted by the MOI/Traffic Police and a study tour for a limited number of officers from the MOI, MOT, EOS and MO Industry and Trade.

This demand driven activity, based on the priorities identified in the RTAP 2014-2020, is regarded as a natural continuation of the work being implemented in Egypt under the EuroMed TSP, that would provide the officials at the Ministries, state institutions and companies and the private sector involved, the necessary technical backstopping and information on the accession to and practical implementation of two major UN Agreements relating to Vehicle Regulations and Periodical Technical Inspections.



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2. Objectives of the event

The general objective of the proposed activity is to support the accession of Egypt to the 1997 UN Agreement and to assist Egypt to effectively implement this Agreement as well as the 1958 Agreement, to which Egypt is contracting Party since 2012.

The specific objective is to provide necessary technical assistance and institutional capacity building to competent authorities to adapt national legislation to the provisions and practices provided in the 1958 and 1997 UN Agreements and effectively implement them in their national and international road transport operations. More precisely, the event will offer the opportunity for:

- Present the importance of the UN Vehicle Regulations (VR) annexed to the 1958 Agreement and of UN Rules annexed to the 1997 Agreement on Periodical Technical Inspections (PTI) as well as their objectives, key provisions and benefits;
- Highlight the importance of these Agreements to improve road safety, environmental protection and energy efficiency in Egypt and in the region;
- Strengthen the capacities of key stakeholders to VR and PTI UN Rules;
- Provide and transfer additional knowledge and skills for Egypt to undertake accession to the 1997 Agreement concerning PTI;
- Share European experiences on the implementation of VR and PTI

Issues for discussion include:

- The 1958 and 1997 Agreements (Objectives, key provisions, benefits)
- Implementation of the Agreements (key issues, a European country experiences)
- Status of implementation of the VTA and PTI of Vehicles in Egypt and remaining challenges
- Revision of 1958 Agreement and evolution of the 1997 Agreement
- Speed limiters
- OICA and CITA views, experiences and contributions
- The PTI Centers
- The first private PTI center in Egypt and its voluntary technical Inspections

3. The 1958 and 1997 UN Agreements

The 1958 UN Agreement

The 1958 Agreement, concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the basis of These Prescriptions, of 1958 was done on 20 March 1958, entered into force on 20 June 1959,



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amended on 10 November 1967 and revised on 16 October 1995 and revised again on 14 September 2018.

The 1958 Agreement provides the legal and administrative framework for establishing UN Regulations (annexed to the Agreement) with uniform performance-oriented test provisions, administrative procedures for granting type approvals, for the conformity of production and for the mutual recognition of the type approvals granted by Contracting Parties.

The Agreement provides procedures for establishing uniform prescriptions about new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under UN Regulations annexed to this Agreement. UN Regulations adopted by Contracting Parties to the 1958 Agreement pursuant to the Agreement govern the approval of motor vehicles and motor vehicle equipment for sale in those countries. The Agreement addresses safety requirements, environmental (air and noise pollution emission), energy and anti-theft prescriptions.

There are 147 UN Regulations annexed to this Agreement. The UN Regulations are continuously adapted to the technical progress, whenever appropriate, to consider technical and political guidance from the Contracting Parties, the evolution of scientific knowledge and technological progress. These UN Regulations govern all categories of road vehicles and non-road mobile machinery and their equipment and parts and have been mandatory to varying degrees by the Contracting Parties.

The reciprocal recognition of type approvals among Contracting Parties applying the UN Regulations has facilitated trade in motor vehicles and equipment throughout Europe first and worldwide today. More specifically, in recent years, the European Union (EU) has decided to replace as many EU Directives as possible by the 1958 Agreement UN Regulations, and to make direct reference to these UN Regulations in the EU regulatory system.

Currently, reciprocal recognition under the 1958 Agreement applies to vehicle systems, parts and equipment, not to the entire vehicle. In March 2010, the World Forum WP.29 launched the International Whole Vehicle Type Approval (IWVTA) project and established an informal working group with terms of reference for 2010–2016. In addition to the work linked to the IWVTA concept, the informal working group will also inventory the items of the 1958 Agreement which need to be revised or complemented.

When acceding to the 1958 Agreement, a Contracting Party is not obliged to apply all the UN Regulations annexed to the Agreement: it may choose, if any, which Regulation it would apply.

Egypt is a Contracting Party to the 1958 Agreement since 2012. Egypt has not a Vehicle Type Approval (VTA) system and although it applies all the 139 UN Regulations, only 10 of them



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have been made mandatory and conditional for the registration of vehicles. In a near future, 35 more of them will be mandatory. In addition, Egypt is working in the development of a national VTA based on the UN Regulations and on the IWVTA system.

The 1997 UN Agreement

The 1997 Agreement, concerning the Adoption of Uniform Conditions for Periodical Technical inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, was done at Vienna on 13 November 1997, during the UNECE Regional Conference on Transport and Environment. There are 2 UN Rules annexed to it. Two more UN Rules and in the process of legal acceptance and additional provisions have been adopted under Resolution R.E.6 on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement.

The Agreement provides the legal framework and procedures for the adoption of uniform UN Rules for carrying out periodical technical inspections of vehicles in use and delivering international certificates of inspection. Contracting Parties shall reciprocally recognize, if they agree so, the international inspection certificates granted according to the UN Rules annexed to the Agreement.

Technical UN Rules for vehicle inspection have been annexed to the 1997 Agreement, with the technical contribution of WP.29 participants and of the International Motor Vehicle Inspection Committee (CITA) were adopted. These UN Rules may be considered as useful by countries, which wish to introduce, in their national legislation, a periodic technical inspection system based on international expertise.

It is envisaged, with cooperation and support from CITA which has broad international membership, to develop and update on a regular basis the technical UN Rules annexed to the 1997 Agreement.

Egypt is not a Contracting Party to the 1997 Agreement. Regarding the Periodical Technical Inspection (PTI), Egypt is applying neither the provisions of the UN 1997 Agreement nor the most advanced provisions of the EU legislation on this subject. The current Periodical Technical Inspection (PTI) of vehicles in service applied in Egypt is very poor. Thus, poorly maintained, not technically inspected vehicles are circulating on the Egyptian roads endangering the life of the road users, damaging the environment and disturbing the circulation.



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4. Time and Venue

Time: Monday 22 to Wednesday 24 October 2018.

Venue: Traffic Information Technologies Building, Ministry of Interior

Site visit: TMC Centre, 54th km Alex/Cairo Desert Road

The Workshop will be held in two parts for up to 40 participants:

First Part, Actual workshop : Duration 2days

Second Part, site visit to : Duration 1 day

The Ministry of Interior will host this event at its Traffic Information Technologies Building, in Cairo and in cooperation with the MOT will take care of the invitations, ensure the event. Audio visual facilities, secretariat, printouts of the necessary documentation and the media coverage of the event. The transfer by bus of the participants from the Conference place to the site visit at the TMC test centre on 24 October will be arranged by Egyptian side. Transfer of the participants to the TMC Centre and light lunch (snacks, coffee-soft drinks) during the site visit has been kindly sponsored by the management of TMC Center.

The EuroMed TSP side will cover the catering costs for the two days 22 and 23 October (one buffet lunch and two coffee brakes) per day, simultaneous interpretation costs (ENG-ARA) for the two days 22 and 23 October; and the travel cost of the international experts' speakers at the workshop.

Given the delay in receiving the official confirmation from the MOI on the hosting of the event in its premises and in view of the need for timely receipt of such confirmation by the hosts, the MOT confirmed that in case of any problem with the hosting of the Workshop by the MOI, it will be ready to host the workshop in its premises and provide all necessary support.

5. Target Groups

- ▶ Heads of the Ministry of Interior and Ministry of Transport
- ▶ National EuroMed Transport Coordinator
- ▶ Head of the EU Delegation
- ▶ Officials from the Ministries of Interior, Transport, Trade and Industry and EOS as well as other Ministries/Agencies dealing with the VR and PTI
- ▶ National/local organizations involved in the field of Road transport
- ▶ Road transport professionals and operators, such as road passenger and freight transport companies, MTC



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- ▶ EuroMed Road Transport Support Project experts
- ▶ Invited international speakers from UNECE, a European Government, OICA and CITA

It is recommended to limit the number of participants to 40 to ensure interactivity of the sessions and involvement of all in the discussions.

In view of the importance of women engagement with the project, participation of women will be encouraged.

6. Languages

The workshop will be delivered in English. Simultaneous interpretation will be provided in English and Arabic.

7. Workshop materials

Workshop materials will be posted in the project's website accessible to all participants.

http://etsp.eu/?page_id=24967

These will be as follows:

- ✓ Advocacy Paper on Main UN Road Transport Agreements
- ✓ Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These Prescriptions, of 1958 (The 1958 Agreement)
- ✓ Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections, of 1997 (The 1997 Agreement)
- ✓ Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC
- ✓ Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive)

Participants in the workshop will receive a Certificate of Attendance.



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8. Indicators

OVI (Objectively Verifiable Indicator)	Source of verification
By the end of the project, Egypt has acceded to the 1997 Agreement or has made progress towards its accession and either fully implement the main provisions of the 1958 and 1997 Agreements or has made efforts to do so	Communications by the country or from UNECE secretariat and from the EuroMed Transport Support Project reports
The participants appreciated the event and considered it useful	Evaluation questionnaires and communications to EuroMed TSP by Egyptian authorities
Women's engagement	Percentage of women experts' participation
RTAP support	<p>Action 8: Regulatory reform and convergence Ensuring the application of harmonized transport rules and standards based on best international practices;</p> <p>Action 9: Adhere to and effectively implement the main United Nations road transport Agreements and Conventions.</p>