

Ideas from Germany for the next steps

1. Include a definition about a complete vehicle

In some cases, national regulations about the import of vehicles can be undermined when the car is no longer been considered by these national regulations as a complete vehicle.

One of the main goals from this IWG is, to develop a minimum set of requirements for used vehicles. We should ensure that these requirements cannot be undermined by, for example simply removing the tires or seats from the vehicle, to help the vehicle is been considered as an incomplete vehicle which is no longer covered by the minimum set of the requirements this IWG is going to develop.

Proposal for a definition of a Complete vehicle

A vehicle is been considered as a complete vehicle if it is complete in all main assemblies. All main parts are mounted on or in the vehicle or can be mounted easily back on or in the vehicle again. The vehicle is determined to be used on the roads and not to serve as a spare part vehicle.

2. What suits importing countries best to strengthen their position?

Countries that buy vehicles from abroad need to strengthen their position as own master of the proceedings. It is elementary for each country to be able to decide which vehicles under which conditions they will allow to circulate on their public roads.

This goal can be achieved best if countries built up their own requirements around legal aspects the vehicle has to fulfil. This includes a system of national authorities and independent roadworthiness testing companies that might work on behalf of the government.

A national authority system in combination with roadworthiness testing companies that are controlled by the government, who verify if a vehicle complies with national or regional legal requirements and if the vehicle is roadworthy empowers countries best to become independent from only receiving vehicles from a global market without deciding on their own. This can also help to create new jobs in the sectors of national road authorities and roadworthiness testing fields. Most important is that these jobs benefit the people from the respective countries and are not occupied from foreign people and foreign companies.

How can IWG SCUNV help to support countries on their way to these goals?

- Develop a minimum set of legal requirements for imported vehicles
- Develop a minimum set of roadworthiness testing requirements for this purpose
- Show up examples for national authority's structures
- Show how to implement a PTI-System under 97-agreement or in line close to it