

# Technical Regulations and Conditions for Importing Passenger Vehicles on the Territory of Southeast Europe

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*This paper deals with technical regulations in the area of vehicle type approval, and conditions for importing passenger vehicles. The territory analyzed comprises the region of Southeast Europe, that is, all former Yugoslav republics, with the addition of Albania. The paper is based on two key, parallel systems which define the conditions and criteria for importing vehicles on the territory of the above-mentioned countries, namely on the regulations of the United Nations Economic Commission for Europe (UNECE), and the European Union regulations (EU). Both groups of regulations, which are rather compatible, have been thoroughly analyzed with a special emphasis on their application on the territory of Southeast Europe, through the analysis of regulations of all countries and territories individually. Furthermore, the paper deals with short-term predictions by the end of 2012 focused on changes within technical regulations and conditions for importing vehicles. Final considerations include long-term predictions regarding the mentioned regulations on the above-mentioned territory.*

**Keywords:** vehicle type approval, UNECE regulations, EU directives, importing passenger vehicles, Southeast Europe.

## 1. INTRODUCTION

Vehicles which are sold and put into service in a country have to meet the regulations and standards of that country. The registration procedure of that country requires the approval of the vehicle and/or its components. The existence of separate national regulations and approval procedures in different countries require expensive design modifications, additional tests and duplicating approvals. Thus, there is a need to harmonize different national technical requirements for vehicles and to elaborate a unique international regulation. Once the vehicle or its equipment and parts are manufactured and approved according to that regulation they can be internationally traded without further tests or approvals. Furthermore, these regulations have to be continuously adapted to the technical progress and to the new requirements regarding safety and environmental protection. With the purpose of overcoming international trade barriers and promoting global trade of vehicles and their components, efforts are made to harmonize vehicle regulations worldwide.

In connection to the previously mentioned issue, this paper deals with technical regulations in the area of vehicle type approval and with conditions for importing vehicles, mostly passenger ones of M1 category. An emphasis has been placed on the organized import of vehicles, that is, the so-called vehicle type approval. The territory analyzed comprises the region of

Southeast Europe, that is, all former Yugoslav republics, with the addition of Albania. For that reason, the first part contains a brief review of the basic facts on the countries and territories which are the subject of this paper.

The paper is based on two key parallel systems which define the conditions and criteria for importing vehicles on the territory of the above-mentioned countries, namely on:

- regulations of the United Nations Economic Commission for Europe (UNECE), and
- the European Union regulations (EU).

Both groups of regulations, which are rather compatible, have been thoroughly analyzed with a special emphasis on their application on the territory of Southeast Europe, through the analysis of regulations of all countries and territories individually. Furthermore, the paper deals with short-term predictions by the end of 2012 focused on changes within technical regulations and conditions for importing vehicles. Final considerations include long-term predictions regarding the mentioned regulations on the territory of Southeast Europe, to the extent it is possible. The review of references contains a list of Internet addresses of all relevant institutions in this region, as well as of those international organizations in charge of passing and implementing regulations in the area of type approval.

## 2. THE TERRITORY OF SOUTHEAST EUROPE – BASIC DATA

The basic data on the countries and territories this paper is focused on, in terms of their technical regulations to do with vehicle type approval and conditions for importing vehicles (Fig. 1):

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**Figure 1. Territory of Southeast Europe [1]**
**Albania**

Total population:	3,152,625
Capital:	Tirana (392,863 citizens)
Area:	28,703 km <sup>2</sup>
GDP – total:	18,490 · 10 <sup>6</sup> \$
GDP – per capita:	5,829 \$
Unemployment rate (2006):	13.8 %
Date joined UN:	14 December 1955
Road crash fatalities <sup>a)</sup> :	120
Motorways (total length):	0 km

**Bosnia and Herzegovina**

Total population (2004):	3,507,867
Capital (1991):	Sarajevo (529,021 citizens)
Area:	51,197 km <sup>2</sup>
GDP – total (2006):	25,556 · 10 <sup>6</sup> \$
GDP – per capita (2006):	5,909 \$
Unemployment rate (2006):	47.7 %
Date joined UN:	22 May 1992
Road crash fatalities <sup>a)</sup> :	109
Motorways (total length):	0 km

**Croatia**

Total population:	4,441,238
Capital:	Zagreb (691,724 citizens)
Area:	56,542 km <sup>2</sup>
GDP – total:	72,156 · 10 <sup>6</sup> \$
GDP – per capita:	16,485 \$
Unemployment rate:	9.6 %
Date joined UN:	22 May 1992
Road crash fatalities <sup>a)</sup> :	136
Motorways (total length) (2010):	~ 1330 km

**Montenegro**

Total population:	624,903
Capital (1991):	Podgorica (117,875 citizens)
Area:	13,812 km <sup>2</sup>
GDP – total (2006):	6,047 · 10 <sup>6</sup> \$
GDP – per capita (2006):	9,688 \$
Unemployment rate:	19.3 %
Date joined UN:	28 June 2006
Road crash fatalities <sup>a)</sup> :	204
Motorways (total length):	0 km

**Serbia <sup>b)</sup>**

Total population:	7,397,651
Capital:	Belgrade (1,306,168 citizens)
Area:	77,498 km <sup>2</sup>
GDP – total:	75,014 · 10 <sup>6</sup> \$
GDP – per capita:	10,162 \$
Unemployment rate:	18.1 %

**Note:** All statistics refer to year 2007, except where it is marked otherwise. Furthermore, all the previous data come from official United Nations brochures [2,3]

Date joined UN: 1 November 2000  
 Road crash fatalities <sup>a)</sup>: 98  
 Motorways (total length) (2010): ~ 560 km

**Slovenia**

Total population:	2,010,377
Capital:	Ljubljana (257,338 citizens)
Area:	20,273 km <sup>2</sup>
GDP – total:	54,246 · 10 <sup>6</sup> \$
GDP – per capita:	26,868 \$
Unemployment rate:	4.9 %
Date joined UN:	22 May 1992
Road crash fatalities <sup>a)</sup> :	145
Motorways (total length):	569 km

**The former Yugoslav Republic of Macedonia**

Total population:	2,041,941
Capital:	Skopje (506,926 citizens)
Area:	25,713 km <sup>2</sup>
GDP – total:	18,075 · 10 <sup>6</sup> \$
GDP – per capita:	8,843 \$
Unemployment rate:	34.9 %
Date joined UN:	8 April 1993
Road crash fatalities <sup>a)</sup> (2006):	69
Motorways (total length) (2005):	216 km

**Kosovo <sup>e)</sup>**

Total population (estimate):	2,126,708
Capital:	Pristina
Area:	10,908 km <sup>2</sup>
GDP – total (2006):	3,192 · 10 <sup>6</sup> \$
GDP – per capita (2006):	1,520 \$
Unemployment rate:	43.6 %
Date joined UN:	--
Road crash fatalities <sup>a)</sup> :	--
Motorways (total length):	--

Overall review	
<b>Total population:</b>	<b>25,303,310</b>
Total population (without Serbia, Slovenia and Croatia):	11,454,044
<b>Area:</b>	<b>284,646 km<sup>2</sup></b>
Area (without Serbia, Slovenia and Croatia):	130,333 km <sup>2</sup>
<b>Average GDP – per capita:</b>	<b>10,780 \$</b>
Average GDP – per capita (without Serbia, Slovenia and Croatia):	6,230 \$

Symbols and abbreviations: GDP – Gross Domestic Product; UN – United Nations; -- -- Data not available; <sup>a)</sup> – Fatality rate per million population; <sup>b)</sup> – Data do not cover Kosovo; <sup>c)</sup> – Territory under international administration /The United Nations Security Council Resolution 1244 (1999) authorized the Secretary-General, with the assistance of relevant international organizations, to establish an international civil presence in Kosovo in order to provide an interim administration for Kosovo under which the people of Kosovo can enjoy substantial autonomy within the Federal Republic of Yugoslavia (from 2003 to 2006: State Union Serbia and Montenegro; since 3 June 2006: Republic of Serbia)/.

### 3. KEY REGULATIONS ON VEHICLE TYPE APPROVAL AND CURRENT STATUS OF COUNTRIES AND TERRITORIES OF SOUTHEAST EUROPE IN THEM

#### 3.1 1958 Agreement

United Nations Economic Commission for Europe – UNECE, was formed in 1947. It is one of the 5 United Nations regional commissions [4]. UNECE region

comprises 56 countries in Europe, North America (USA and Canada), Region of Caucasus (3 countries) and Central Asia (5 countries), Fig. 2. The basic goal of UNECE is promoting general economic integrations. The area of UNECE expertise covers the following sectors:

- Environmental Policy;
- Inland Transport;
- European Statisticians;
- Sustainable Energy;
- Trade;
- Timber;
- Housing and Land Management;
- Economic Cooperation and Integration.

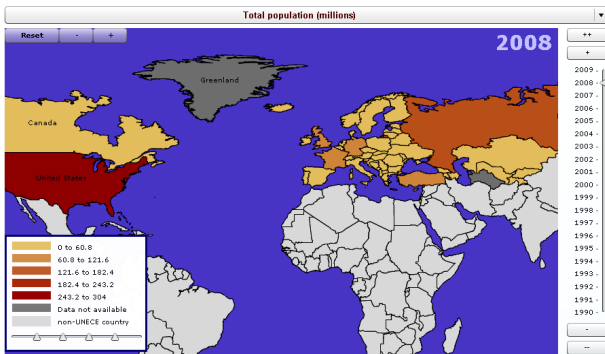


Figure 2. UNECE region [1]

The Inland Transport Committee (ITC) is the sectoral Committee of the UNECE for cooperation in the field of inland transport [5]. In the foreseeable future, the transport sector will continue to face the following main challenges:

- Increasing congestion due to continuing increase in demand for road transport, both passengers and freight;
- A still unacceptably high number of people killed and injured as a result of road accidents;
- A continuous increase in the consumption of fossil fuels and related CO2 emissions, which will result in an increased contribution to climate change;
- Insufficient and inadequate infrastructures, particularly in Eastern Europe, the Caucasus and Central Asia;
- Long and cumbersome procedures at many borders, which increase transport and trade costs;
- Old, unsafe and highly polluting road vehicle fleets, particularly in Eastern and South-Eastern Europe, as well as in the Caucasus and Central Asia, which result in higher accident rates and environmental impacts.

The UNECE Inland Transport Committee has a complex structure, which includes a broad spectrum of activities: road traffic safety, road and rail transport, inland water transport, customs and border crossings, transport of dangerous goods, transport of perishable foodstuffs etc, Fig. 3 [5].

The World Forum for Harmonization of Vehicles Regulations (WP.29) is a unique international organization in its area of operation [6]. It was founded in 1952. The WP.29 offers a framework for globally harmonized technical regulations for vehicles, including mutual recognition of vehicle type approvals and uniform conditions for periodical technical inspections. This allows for certification with mutual recognition, with the goal being: *Certified once, accepted everywhere*.

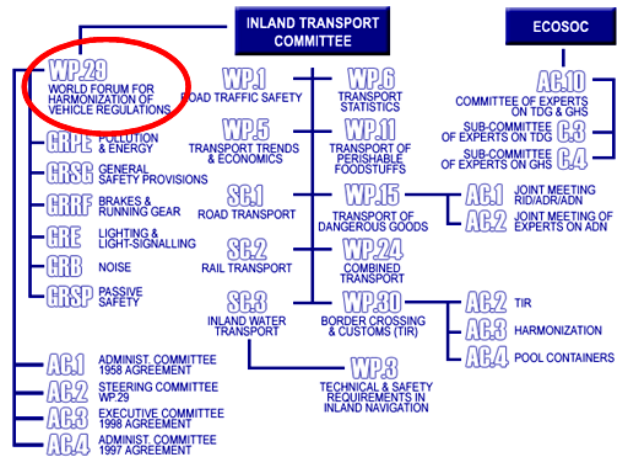


Figure 3. Structure of UNECE Inland Transport Committee

The basic goals of WP.29 are:

- improving vehicle safety,
- protecting the environment,
- promoting energy efficiency, and
- increasing anti-theft performance.

WP.29 has six official working parties, namely:

1. Working Party on Noise (GRB),
2. Working Party on Lighting and Light-Signalling (GRE),
3. Working Party on Pollution and Energy (GRPE),
4. Working Party on Brakes and Running Gear (GRRF),
5. Working Party on General Safety Provisions (GRSG), and
6. Working Party on Passive Safety (GRSP).

In addition, WP.29 has three informal groups, working on:

1. Electronic Database for the Exchange of Type Approval documentation (DETA),
2. International Vehicle Type Approval System (IWVTA), and
3. Intelligent Transport Systems (ITS).

WP.29 currently administers three UNECE Agreements, namely [6]:

1. **UNECE 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;
2. **UNECE 1998 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;
3. **UNECE 1997 Agreement** concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections.

When it comes to the objectives of this paper, the 1958 Agreement is the key document which is to be analyzed. It was passed on 20 March 1958 in Geneva. Its former name was: "Agreement concerning the adoption of uniform conditions of approval and reciprocal recognition of approval for motor vehicle equipment and parts". In 1995, the Agreement was revised, on which occasion its name was partly changed. The purpose of the Revision was promoting the inclusion of non-European countries into the

uniform system of vehicle type approval, and taking the Agreement to the global level. This was largely achieved.

So far 48 countries, members of the United Nations organization, have joined this Agreement (10 of which are non-European), as well as one regional integrational organization (The European Union) [7]. The manifold importance of the Agreement can only be perceived if we take into account the fact that, apart from almost all European countries, among the 10 non-European members, there are countries that are world leaders in automobile industry such as Japan, Republic of Korea, Thailand, Malaysia, Australia, South Africa, together with the European Union itself, as a regional organization.

The principal result of the development of the 1958 Agreement are UNECE Regulations. In the framework of the United Nations' Economic Commission for Europe in Geneva, WP.29 and its subsidiary bodies are developing the Regulations under the 1958 Agreement in cooperation with all Contracting Parties to the Agreement and non-governmental organizations (NGOs). UNECE Regulations are not applicable on a mandatory basis, but if a Contracting Party decides to apply a UNECE Regulation, the adoption becomes a binding act. A Contracting Party that has adopted a Regulation under the 1958 Agreement is allowed to grant type approvals pursuant to that Regulation and is required to accept the type approval of any other Contracting Party that has adopted the same Regulation. Currently, there are 126 official UNECE Regulations [7].

### 3.2 The 1958 Agreement and Southeast Europe

The Federal Peoples Republic of Yugoslavia signed the agreement in 1962, and was allotted the ECE designation E10 (inherited by Serbia later on). Every country was allotted the ECE designation, according to the date of joining the Agreement. All former Yugoslav republics, following their official reception into the Organization of the United Nations, joined the 1958 Agreement, and therefore have the following ECE designations [7]:

- **E10** – Serbia (joined on 12 March 2001),
- **E25** – Croatia (joined on 8 October 1991),
- **E26** – Slovenia (joined on 25 June 1991),
- **E31** – Bosnia and Herzegovina (joined on 6 March 1992),
- **E40** – The former Yugoslav Republic of Macedonia (joined on 17 November 1991),
- **E56** – Montenegro (joined on 3 June 2006).

It is very important for this paper to state that **Albania** has not signed the 1958 Agreement, while **Kosovo** has not been able to do it, since it is not a member of the United Nations. For that reason, no Regulations, nor other provisions of this Agreement, are applied on mandatory bases neither in Albania nor in Kosovo. On the other hand, it is important to emphasize that a Contracting Party to the 1958 Agreement can sign the UNECE Regulation for which it is interested, but this is not obligatory. It may even not adopt any UNECE Regulations, without any explanation. Furthermore, a Contracting Party can cease applying any Regulation at any time, giving one year's notice. The approvals granted shall remain valid until their withdrawal. The mutual recognition of approval is also applicable only for the Regulations adopted by a Contracting Party [6].

Although it has signed the 1958 Agreement, **Montenegro** is not currently applying any restrictions to importing new vehicles, which are in accordance with UNECE Regulations. The "Decision on conditions to be met by used motor vehicles imported into the Republic of Montenegro" (Official Journal 46/2007), defines EURO 3 standard of emission as minimal for importing vehicles, but only for used vehicles. This decision involves certain requirements when it comes to the sound level and other UNECE Regulations, but they do not refer to newly manufactured vehicles. The Ministry of Transport, Maritime Affairs and Telecommunications also established "Regulations on Ways of Checking Compliance with Conditions, Certificate Form and Content and Fee for Importing Used Motor Vehicles" (Official Journal 16/2008) [8], which is based on the previously mentioned Decision, but the title itself suggests that these Regulations refer to used vehicles only.

When it comes to the application of the 1958 Agreement in **Macedonia**, it is regulated through the following legal and sublegal acts:

- Law on Vehicles (Official Journal 140/2008),
- Regulations on the Approval of New Motor Vehicles and Trailers, Systems, Components and Independent Technical Units Intended for Such Vehicles (Official Journal 132/2009) [9], and
- Technical specifications [10].

The Regulations in question closely define all the conditions and procedures for new vehicles imported in Macedonia, with regard to type approval regulations. Those Regulations contain a complete list of mandatory UNECE Regulations in Macedonia. A very important item in this table is UNECE Regulation No. 83 (emission of vehicles), where the level EURO 4 is defined as the minimal emission standard for new vehicles. Since this paper refers to passenger vehicles of M1 category, it is important to note that, for this category of vehicles, Regulations in Macedonia came into force on 29 April 2009. For other categories of vehicles, Regulations mostly have not come into force yet. The level EURO 2 has been defined as the minimal emission standard for used vehicles in Macedonia.

The institution in charge of carrying out the type approval procedure in Macedonia is the Ministry of Economy – Bureau of Metrology [9]. The Faculty of Mechanical Engineering in Skopje has been authorized by the Bureau of Metrology to perform the procedure of type approval. The procedure must be carried out for all variants and versions of one vehicle type. Vehicle type approval is granted by the Bureau of Metrology.

When it comes to applying the 1958 Agreement in **Bosnia and Herzegovina**, it is primarily regulated through the decision of the Ministry of Communications and Transport, namely the "Decision on the Minimal Technical Requirements for Newly Produced and Used Vehicles, for Whole Vehicle Type Approval and Individual Vehicle Approval" (Official Journal 89/2010) [11]. The basis for this decision were provisions of the "Law on Fundamentals of Road Safety in Bosnia and Herzegovina" (Official Journal 60/2006, 48/2010), as well as provisions of the "Regulations on Type Approval of Vehicles, Components, Vehicle Devices and Equipment" (Official Journal 41/2008).

The decision in question closely defines all the

conditions and procedure for vehicles imported into Bosnia and Herzegovina. The decision contains a complete list of all mandatory UNECE Regulations in Bosnia and Herzegovina [11]. Very important in this table is the UNECE Regulation No. 83 (emission of vehicles), where the level EURO 4 is defined as the minimal emission standard. Since this paper mostly refers to newly produced passenger vehicle of M1 category, it is important to mention that, for this category of vehicles, the Decision came into force on 1 December 2010. Integral parts of this Decision (Official Journal 89/2010) are Instructions on Performing the Procedure of Vehicle Type Approval and Instructions on Performing the Procedure of Individual Vehicle Type Approval. Also important in this Decision are Orders on Type Approval according to all UNECE Regulations accepted in Bosnia and Herzegovina. The level EURO 3 has been defined as the minimal emission standard for used vehicles in Bosnia and Herzegovina. The procedure and conditions for importing used vehicles are also defined in great detail in the previously mentioned Decision.

The institution in charge of performing the procedure of vehicle type approval in Bosnia and Herzegovina is the Ministry of Communication and Transport, namely its Administrative Body for Type Approval. "EIB Internationale – Motor Vehicles Centre", Banja Luka, is the head of the consortium which was chosen as the Administrative Body for Type Approval operations in an open contest [12].

For performing the vehicle type approval procedure in the **Republic of Croatia**, the body in charge is the State Office for Metrology [13]. The basic legal and sublegal acts which address the problem of type approval are "Law on Road Safety" (Official Journal 67/2008), "Regulations on Vehicle Type Approval" (Official Journal 100/2005, 57/2007), as well as "Instructions for Performing the Procedure of Vehicle Type Approval" (Official Journal 100/2005). This procedure includes and authorized legal person, in this case the Motor Vehicle Centre of Croatia. The "Certificate on Vehicle Type Conformity" is issued by the State Office for Metrology, and without it, it is not possible to complete the customs and registration procedure for the vehicle.

The implementation of the 1958 Agreement in the Republic of Croatia is regulated through the Decision on publishing this Agreement in the Official Journal – international contracts 10/95. Type approval regulations for importing new vehicles of M1 category are almost identical to those used in the European Union, except for vehicle emission regulations (UNECE Regulation No.83) which are slightly alleviated. Namely, the application of EURO 5 standard of vehicle emission for new vehicles, first time registered in Croatia, is postponed until 1 January 2012. At the same time, this standard of emission has been obligatory for the type approval of new vehicle types as from 1 April 2011 (TPV102, issue 01 – Official Journal 6/2011). Implementation of all the other UNECE Regulations is defined in time frames prescribed by the United Nations, and there are no exceptions. EURO 3 has been defined as the minimal standard of emission for used vehicles in the Republic of Croatia.

In the **Republic of Serbia**, the situation surrounding the type approval regulations and the application of 1958

Agreement is very similar to the one in Croatia. The Road Traffic Safety Agency [14] is in charge of implementation of the 1958 Agreement, as well as of the complete procedure of application of this agreement in the Republic of Serbia. 57 UNECE Regulations have been officially adopted in the Republic of Serbia, while 39 have been notified [15]. The basic legal and sublegal acts which regulate provisions in the area of vehicle type approval in Serbia are "Law on Road Safety" (Official Journal 41/2009) and "The Regulations on the Classification of Motor Vehicles and Trailers and Technical Conditions for Vehicles in Road Traffic" (Official Journal 64/2010, 69/2010) [16]. The following laboratories have been authorized to perform the procedure of conformity of vehicles and documents: CIAH Laboratory – The Faculty of Mechanical Engineering, University of Belgrade, and Engine and Vehicle Centre – Nuclear Science Institute Vinča. The Road Traffic Safety Agency issues a certificate on type approval ("Certificate"), based on the authorized laboratory reports.

Meeting the requirements of the adopted UNECE Regulations in the Republic of Serbia is obligatory for all domestic products and imported products that a specific UNECE Regulation refers to. Type approval must be carried out before starting the exploitation of the vehicle, equipment and components manufactured in the Republic of Serbia, that is before importing them. The procedure of conformity control is therefore a part of customs procedure, and is therefore completed before customs clearance [17]. The application of EURO 5 emission standard for new passenger vehicles of M1 category is obligatory from 1 April 2011. It is important to point out that UNECE Regulation No. 83/06 (as well as the Directive 692/2008/EC, which will be discussed below), enable certain exceptions in this respect. Those exceptions refer to M1 category of vehicles with diesel engines, designed for meeting specific social needs [6,18]. These exceptions apply in all the other countries implementing the said UNECE Regulation or the EC Directive. EURO 3 is defined as the minimal emission standard for used vehicles in the Republic of Serbia. In addition to this, importing used vehicles in a number of analysed countries and territories is more a political than technical issue, which leads to the following paradox in the Republic of Serbia: a new passenger vehicle of M1 category is to meet EURO 5 emission standard, while a used vehicle is to meet standard EURO 3, which means it can be as much as 13 years old! Regulations on importing used vehicles in the Republic of Serbia are defined by the Act on Importing Motor Vehicles (Official Journal 23/2010).

After joining the 1958 Agreement (1991), the **Republic of Slovenia** ratified its 1995 Revision, through the Act on ratification (Official Journal 104/2010) [19]. During last year, the old legal framework for the broad area of road safety ("Law on Road Safety", Official Journal 83/2004), which, apart from vehicles, addressed the issue of drivers, traffic regulations and public roads, was replaced by a new legal framework ("Law on Motor Vehicles", Official Journal 106/2010), which exclusively deals with motor vehicles [19,20]. That law came into force this year, on 1 April. Apart from the Law, as the basic document, the application of the 1958 Agreement in

the Republic of Slovenia is regulated through the “Regulations on EU Vehicle Type Approval” (Official Journal 31/2009), “Regulation on Vehicle Conformity Control” (Official Journal 105/2009), as well as through “Technical Specifications for Motor Vehicles and Trailers” [19]. Apart from these sublegal acts, there is a whole range of other documents which deal with the issue in question. Basically, regulations to do with type approval in Slovenia fully comply with those of the European Union, so that provisions of certain UNECE Regulations come into force at the same time as in other EU member states. The Ministry of Transport is in charge of implementing the 1958 Agreement, as well for the complete procedure of applying this Agreement in the Republic of Slovenia. The list of all Technical Specifications for Vehicles (TSV), together with UNECE Regulations they are based on, can be found on the official Internet presentation of the Ministry of Traffic [19]. So far, 62 Technical specifications for vehicles have been passed, some of which had several amendments.

### 3.3 European Union Directives

The European Union is the world’s largest producer of motor vehicles. The automotive industry is therefore central to Europe’s prosperity. It is a huge employer of skilled workforce and a key driver of knowledge and innovation. It represents Europe’s largest private investor in research and development. It also makes a major contribution to EU’s Gross Domestic Product (GDP), and exports far more than it imports. The main objectives of the European Commission regarding the automotive sector are [21]:

- To strengthen the competitiveness of the automotive industry;
- To complete, adapt and simplify the Internal Market regulatory framework;
- To promote globalization of the technical regulatory framework through UNECE.

As from 1970, The European Union started to develop a system of legal provisions and regulations (*EEC Directives*), which referred to automobile industry and technical regulations applied in it [18]. The first officially adopted Directive was 70/156/EEC (of 6 February 1970), which referred to the type approval of motor vehicles and their trailers. Later on, it was a basis for other Directives as well. Until 1993, Directives bore the designation EEC (*European Economic Community*), from 1993 to 2009, it was EC (*European Community*), and from 2010 they have been designated as EU (*European Union*). Until 2007, the first number in the name of a Directive always marked the year in which the Directive was adopted, and the second number was the ordinal number of the Directive in that year (e.g. 2007/46/EEC), regardless of the sector a particular Directive belonged to. Today, the first number is usually reserved for the number of the Directive in question, and then comes the year in which it was adopted (e.g. 183/2011/EU).

In the majority of cases, EEC/EC Directives are identical to UNECE Regulations in terms of the technical requirements. There are only few cases of differences between EEC/EC Directives and UNECE Regulations when it comes to the technical

requirements. The list of all applicable basic EEC/EC Directives, and EEC/EC Directives which are their amendments, can be found on the Internet [22].

Bearing in mind the objectives and scope of this paper (passenger vehicles of M1 category; the territory of Southeast Europe), two EC Directives will be analysed in more detail [18]:

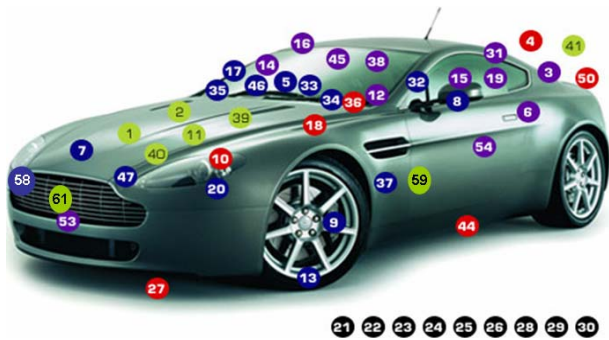
- Directive 2007/46/EC (Official Journal of the European Union L263, of 9 October 2007), which the European Parliament adopted on 5 September 2007, establishes the framework for the type approval of motor vehicles and their trailers, systems, components and separate technical units intended therefore. By coming into force, this Directive named Framework Directive, replaced Directive 70/156/EEC, together with all Directives amending the 70/156/EEC Directive. Directive 2007/46/EC already had a number of amendments in the form of other Directives, the last of which being 183/2011/EU.
- Directive 715/2007/EC, which the European Parliament adopted on 20 June 2007, refers to type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (EURO 5 and EURO 6) and access to vehicle repair and maintenance information. This Directive refers to vehicles of M1, M2, N1 and N2 category, whose referent mass does not exceed 2610 kg (in special cases 2840 kg). By coming into force, this Directive replaced Directive 70/220/EEC (the first Directive addressing emissions), together with all Directives, amendments to Directive 70/220/EEC. Directive 715/2007/EC already had a number of Directives amending it (amendments), the last of which being 595/2009/EC. All vehicles type approved according to Directive 715/2007/EC meet EURO 5, as the minimal emission standard.

Directive 2007/46/EC is the basis for *Whole Vehicle Type Approval – WVTA*. The application of Directive 2007/46/EC, and thus WVTA, has been mandatory for all new types of passenger vehicles of M1 category since 29 April 2009. Naturally, this refers only to those countries applying the system of EEC/EC Directives.

The *Certificate of Conformity – CoC*, is one of the documents resulting from Directive 2007/46/EC. This is a document issued by the manufacturer, confirming that a specific vehicle belongs to the series of vehicles type approved according to this Directive, and that it fully conforms to all regulatory documents applicable at the time of its manufacture.

Figure 4 is an illustration of all EEC/EC Directives applied in vehicle type approval according to WVTA. It is important to note that, in parallel with the List of Directives on vehicle type approval according to specific Directives, WVTA can contain a list of corresponding UNECE Regulations, instead of these Directives. This will be further discussed in Final Considerations.

Another important EC Directive which should by all means be mentioned is Directive 661/2009/EC (Official Journal of The European Union L200/1, of 31 July 2009), concerning type-approval requirements for the general safety of motor vehicles of motor vehicles, their



#### Environment

- 01: Sound level 70/157/EEC
- 02: Emissions – light duty vehicles 715/2007/EC (70/220/EEC)
- 11: Diesel smoke 72/306/EEC
- 39: Fuel consumption 80/1268/EEC
- 40: Engine power 80/1269/EEC
- 41: Emissions – heavy duty vehicles 2005/55/EC
- 59: Recyclability 2005/64/EC
- 61: Air-conditioning system 2006/40/EC

#### Lighting equipment

- 21: Retro reflectors 76/757/EEC
- 22: Position and stop lamps 76/758/EEC
- 23: Direction indicators 76/759/EEC
- 24: Rear registration plate lamps 76/760/EEC
- 25: Headlamps (including bulbs) 76/761/EEC
- 26: Front fog lamps 76/762/EEC
- 28: Rear fog lamps 77/538/EEC
- 29: Reversing lamps 77/539/EEC
- 30: Parking lamps 77/540/EEC

#### Active safety

- 05: Steering effort 70/311/EEC
- 07: Audible warning 70/388/EEC
- 35: Wash/wipe 78/318/EEC
- 13: Anti-theft and immobiliser 74/61/EEC
- 32: Forward vision 77/649/EEC
- 17: Speedometer – reverse gear 75/443/EEC
- 08: Indirect vision devices 2003/97/EC
- 46: Tyres 92/23/EEC
- 34: Defrost/demist 78/317/EEC
- 09: Braking 71/320/EEC
- 20: Installation of lighting and light signalling dev. 76/756/EEC
- 33: Identification of controls, tell-tales and indicat. 78/316/EEC
- 37: Wheel guards 78/549/EEC
- 58: Pedestrian protection 78/2009/EC

#### Passive safety

- 19: Seat belt anchorages 76/115/EEC
- 16: Exterior projections 74/483/EEC
- 15: Seat strength – head restraints 74/408/EEC
- 14: Protective steering 74/297/EEC
- 03: Fuel tanks and rear protective devices 70/221/EEC
- 12: Interior fittings 74/60/EEC
- 31: Seat belts and restraint systems 77/541/EEC
- 06: Door latches and hinges 70/387/EEC
- 38: Head restraints 78/932/EEC
- 45: Safety glazing 92/22/EEC
- 53: Frontal impact 96/79/EC
- 54: Side impact 96/27/EC

#### Other directives

- 27: Towing hooks 77/389/EEC
- 10: Electromagnetic compatibility 72/245/EEC
- 04: Rear registration plate space 70/222/EEC
- 18: Statutory plates 76/114/EEC
- 36: Heating systems 2001/56/EC
- 44: Masses and dimensions 92/21/EEC
- 50: Couplings 94/20/EC

Figure 4. An illustration of all EEC/EC Directives [22]

trailers and systems, components and separate technical units intended therefore. This EC Directive replaces 50 existing EEC/EC Directives, but at the same time introduces a number of other safety devices and regulations. Perhaps the biggest novelty of this Directive is the necessity of existence and application of ESC system (*Electronic Stability Control*), with all new types of vehicles of M1 and N1 category, as of 1 November 2011.

### 3.4 European Union Directives and Southeast Europe

At the moment, European Union has 27 member states [23]. It is a well-known fact that none of the countries or territories which are the subject of this paper, is a member of the European Union, except Slovenia (membership since 2004). Figure 5 contains all European Union members, as well as those which are membership candidates [23]. When it comes to the group of countries the regulations of which are the subject of this study, the status of EU membership candidates belongs to Croatia, The former Yugoslav Republic of Macedonia and Montenegro (since the end of 2010; the map in Figure 5 shows the situation in 2007), while other countries are potential candidates (Albania, Bosnia and Herzegovina, Serbia). Kosovo, as a territory the status of which has been defined by the Resolution 1244, of The United Nations Security Council, is also a potential candidate for EU membership. The status of a country, with respect to its candidacy and membership, mostly determines its obligation to apply EEC/EC Directives on its territory, as well as the time frames required for their potential application.

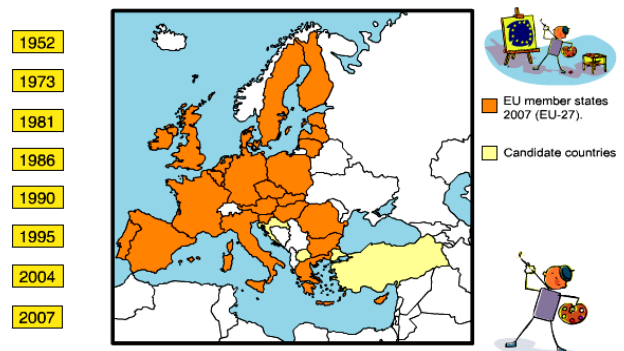


Figure 5. Map of Europe, with EU member states marked

Speaking of EEC/EC Directives, in **Albania** and **Montenegro**, just as with previously discussed UNECE Regulations, there are no restrictions when it comes to importing new passenger vehicles of M1 category, at this moment. Furthermore, there are no restrictions when it comes to emission regulations. The situation in **Kosovo** is identical. The Ministry of Transport and Communications of Kosovo (provisional institution of self-government) designed “Administrative Instructions No. 2008/08 on Vehicle Homologation” [24], but these instructions do not contain any restrictions regarding vehicle import, nor clearly defined criteria for this process.

When it comes to the application of EEC/EC Directives in **The former Yugoslav Republic of Macedonia**, it has been regulated through the same legislative documents as those used for the application of the 1958 Agreement:

- Law on Vehicles (Official Journal 140/2008),
- Regulations on the Approval of New Motor Vehicles and Trailers, Systems, Components and Independent Technical Units Intended for Such Vehicles (Official Journal 132/2009) [9], and
- Technical specifications [10].

The Technical specifications in question mostly cite EEC/EC Directives only. In the Regulations [9], next to the list of compulsory UNECE Regulations in Macedonia, we can see a list of corresponding EEC/EC Directives. Naturally, the table contains UNECE Regulations which do not have a parallel EEC/EC Directive, as well as Directives which do not have corresponding Regulations. Directive 70/220/EC (including its amendments) also defines the level EURO 4 as the minimal standard of emission for new vehicles. The Certificate of Conformity (CoC) is not obligatory, except for vehicles which have vehicle type approval according to WVTA. Type approval according to Directive 2007/46/EC is a sufficient document for importing vehicles in Macedonia.

In **Bosnia and Herzegovina**, the application of EEC/EC Directives has been defined through the same legislative documents as for the implementation of the 1958 Agreement. The application of EEC/EC Directives has been regulated through the decision of the Ministry of Communication and Transport – “Decision on the Minimal Technical Requirements for Newly Produced and Used Vehicles, for Whole Vehicle Type Approval and Individual Vehicle Approval” (Official Journal 89/2010) [11]. In the Decision there is a list of corresponding EEC/EC Directives, in parallel with the list of obligatory UNECE Regulations in Bosnia and Herzegovina. Of course, there are UNECE Regulations in the table, which do not have a parallel EEC/EC Directive, but unlike Macedonia, there are no Directives which do not have corresponding Regulations. Directive 98/69(B)/EC also prescribes the level EURO 4 as the minimal emission standard for new vehicles. Type approval according to Directive 2007/46/EC, is a sufficient document for importing vehicles in Bosnia and Herzegovina (it is necessary to enclose the result of sound level, emission and fuel consumption tests) [11,12,25]. With vehicles approved according to WVTA, it is not necessary to have communications based on UNECE Regulations No. 35 and 68. The Certificate of Conformity (CoC) is not obligatory, except for the vehicles which have type approval according to WVTA.

The list of EEC/EC Directives which are in force in the **Republic of Croatia** is provided on the Internet [13], in parallel with the list of obligatory UNECE Regulations. Type approval requirements for importing new vehicles of M1 category are almost identical to those in countries of the European Union, except for the fact that the time frames for requirements connected to vehicle emission (pursuant to Directive 715/2007/EC) are somewhat alleviated, which was previously discussed. The application of all other Directives has been defined mostly in time limits prescribed by the European Union, and there are no significant exceptions in this aspect. Implementation of EEC/EC Directives has been regulated through the national provisions of Croatia, bearing the designation TPV (Technical Requirements for Vehicles), which are published in

Official Journals [13]. So far, 62 TPV have been published (the same number as in Slovenia), but many of them had several issues. Type approval according to the Directive 2007/46/EC is a sufficient document for importing vehicles into the Republic of Croatia. “The Regulation on EU Type Approval and Individual Approval of Motor Vehicles – issue 00” (Official Journal 9/2010) is based on Directive 2007/46/EC.

In the **Republic of Serbia**, implementation of EEC/EC Directives is not defined by regulations, but all Directives containing the suitable UNECE Regulation, on condition the Republic of Serbia has adopted or notified this Regulation, are acceptable. The application of EURO 5 standard of emission for new passenger vehicles of M1 category is obligatory as from 1 April 2011 (three months later than in the European Union). There are exceptions even in this case, defined by Directive 692/2008/EC as well, which were discussed in the part about the 1958 Agreement application. Those exceptions refer to the vehicles with diesel engines designed for meeting specific social needs of M1 category. Just as in previous cases, type approval according to WVTA is a sufficient document for importing vehicles in the Republic of Serbia [17]. The Certificate of Conformity (CoC) is not mandatory, that is, at this point in time, its application is postponed till 18 September 2012, pursuant to provisions of “The Regulations on the Classification of Motor Vehicles and Trailers and Technical Conditions for Vehicles in Road Traffic” (Official Journal 64/2010, 69/2010) [16].

When it comes to regulations in the area of motor vehicles and EEC/EC Directives in the **Republic of Slovenia**, the obligation of their application results from the fact that Slovenia has been a full member of the European Union since 2004. All regulatory documents (“Law on Motor Vehicles”, “Regulations on EU Vehicle Type Approval”, “Technical Specifications for Motor Vehicles and Trailers” etc) are based on EEC/EC Directives. Article 2 of the new “Law on Motor Vehicles” introduces the Framework Directive for the approval of motor vehicles and their trailers 2007/46/EC, as well as the Directive 2009/40/EC (technical inspection of motor vehicles and their trailers), into the judicial system of the Republic of Slovenia [19]. The application of EURO 5 standard of emission for new passenger vehicles of M1 category has been mandatory as from 1 January 2011, which in full compliance with the time limits in the European Union. It is an already known fact that EURO 6 standard of emission for new passenger vehicles of M1 category will be mandatory in the Republic of Slovenia as from 1 September 2015. WVTA is naturally a sufficient document for importing vehicles in the Republic of Slovenia. It is very important to note that, apart from WVTA, many countries require additional technical information on vehicles for importing them (such as a detailed explanation of type variants and versions, specific test results, etc).

The list of all Technical Specifications for Vehicles (TSV), together with UNECE Regulations they are based on, including the list of corresponding EEC/EC Directives, can be found on the official Internet presentation of the Ministry of Traffic [19]. This presentation also includes the relevant dates defining the validity periods of certain TSV.



#### 4. SHORT-TERM PREDICTIONS OF CHANGES IN TYPE APPROVAL REGULATIONS IN SOUTHEAST EUROPE (BY THE END OF 2012)

Although type approval regulations, formally speaking, have technical nature, it is evident that their change is rather affected by global and regional political trends. Bearing in mind that automobile industry is a very important factor of any economy, even when a country does not have its own automobile production, we can freely say that regulations to do with vehicles have much broader importance and a considerable impact on any society (tax policy, customs regulations, vehicle registration, environmental requirements, international transport etc). This is also applicable to the territory of Southeast Europe, where the political environment is rather turbulent. Therefore, all predictions related to the development of regulations in the future, are followed by numerous risks and uncertainties. However, short-term predictions by the end of 2012 are based in part on real and precisely defined legal and sublegal acts, as well as on expert estimates.

When it comes to the possible change of regulations on vehicle type approval in **Macedonia**, it has been partly defined through "Regulations on the Approval of New Motor Vehicles and Trailers, Systems, Components and Individual Technical Units Intended for Such Vehicles" (Official Journal 132/2009). In [9] defines the dates of coming into force for certain Technical Specifications, based on UNECE Regulations and EEC/EC Directives. This table shows that numerous provisions in Macedonia come into force as from 1 October 2012. As for passenger vehicles of M1 category, the following Technical Specifications come into force as from the said date: TSV104 (based on 70/222/EEC), TSV118 (based on 76/114/EEC), TSV122 (based on UNECE R7, R87 and R91), TSV127 (based on 77/389/EEC), TSV132 (based on 77/649/EEC), TSV134 (based on 78/317/EEC), TSV135 (based on 78/318/EEC), TSV137 (based on 78/549/EEC), TSV144 (based on 92/21/EEC), TSV153 (based on UNECE R94), TSV154 (based on UNECE R95) and TSV158 (based on 2003/102/EC). As we can see, most of these future provisions are based on EEC/EC Directives. In the case of regulations to do with emission standards for M1 category of vehicles, there are neither official, nor unofficial indications for the change of regulations by the end of 2012.

As above mentioned, The Ministry of Communication and Transport of **Bosnia and Herzegovina** has brought the "Decision on the Minimal Technical Requirements for Newly Produced and Used Vehicles, for Whole Vehicle Type Approval and Individual Vehicle Approval" (Official Journal 89/2010). The decision in question more precisely defines the conditions and procedure for vehicles imported into Bosnia and Herzegovina. For newly produced passenger vehicles (M1 category), the decision came into force on 1 December 2010. Bearing in mind the beginning of the decision validity, as well as the fact that the complete process of vehicle type approval is in the initial phase of application, it is not realistic to expect the change of key regulations in Bosnia and Herzegovina by the end of 2012. Key changes also involve provisions to do with emissions (according to UNECE Regulation No. 83 or according to the corresponding EEC/EC Directives).

This means that in a short-term period it will still be possible to import M1 category of vehicles which comply with EURO 4 emission standard, at least by the middle of 2012.

Except for minor shifting of time limits (the EURO 5 emission standard for new vehicles of M1 category, registered for the first time, is valid from 1 January 2012), all other type approval regulations in the **Republic of Croatia** are practically identical to those in EU countries. Application of all the other regulations is most frequently defined within time limits prescribed by the European Union, which applies to the **Republic of Slovenia**. Among recent EC Directives, there are two more which are particularly interesting for the purposes of this study, 2003/102/EC and 2005/64/EC, the application of which in the Republic of Croatia has been regulated through the following documents: "Regulations on the Type Approval of Motor Vehicles with Regard to the Protection of Pedestrians and Other Vulnerable Road Users Before and During Collision with a Motor Vehicle – TPV 158.00", and "Regulations on the Type Approval of Motor Vehicles with regard to Their Reusability, Recyclability and Recoverability – TPV 159.00" [13]. Both Regulations were published on 29 December 2008 (Official Journal 16/2009). Although government agencies of the Republic of Croatia are rather prompt in adopting new technical regulations, the system of their official publishing through Official Journals is still not efficient enough. As the basis for this assumption, we can use the previously mentioned Directive 2003/102/EC, which the European Union withdrew in the meantime, and replaced by new Directives (78/2009/EC and 631/2009/EC).

Since the Republic of Croatia has made the biggest progress towards joining the European Union compared to other countries in the focus of this paper (except for Slovenia, which is already a EU member), it can be expected that all the changes of type approval regulations in a short-term period, by the end of 2012, will be adjusted to the changes of the same regulations in the European Union.

A very similar situation to that in Croatia and Slovenia, at least when it comes to the time frames for applying specific homologation regulations, is the one in the **Republic of Serbia**, regardless of the fact that in this country, formally speaking, only UNECE Regulations are in force. As previously stated, vehicle type approval according to WVTA is a sufficient document for importing new vehicles into the Republic of Serbia. A full application of CoC documents has been postponed until 18 September 2012, but only for technical reasons (the change of Regulations for Vehicle Technical Inspection and Regulations on Vehicle Registration). Furthermore, the Republic of Serbia is currently working on the Act on Vehicle homologation, which will more precisely define all the previously mentioned issues. However, regardless of this Act, the official state policy of the Republic of Serbia is oriented towards European integration and joining the EU (official status of candidate member is expected by the end of this year). Therefore, when it comes to vehicle homologation regulations, we can expect a trend of complete adherence to all the regulations in this area, brought in the European Union itself.

Analysing all the countries and territories which are the subject of this paper, we can notice that, apart from

Kosovo, the least clear situation regarding technical regulations to do with type approval and importing vehicles, is the one in **Albania**. Albania has not signed the 1958 Agreement, and still has the status of potential candidacy for membership in the European Union. This status of Albania indirectly points to the conclusion that it is not realistic to expect significant changes of the regulations related to importing new passenger vehicles of M1 category, especially in a short-term period. Unofficial sources from Albania suggest that translating the Framework Directive 2007/46/EC, and specific UNECE Regulations is underway, which points to the conclusion that their potential application is being considered. However, the road from translating the EEC/EC Directives to their publishing, and their application in particular, is rather long and bumpy. Before registering vehicles in Albania, there is a certain kind of control of vehicles and supporting documentation, but only in terms of identifying the basic vehicle characteristics.

When it comes to **Montenegro** and short-term predictions on changing or passing the said regulations in Montenegro by the end of next year, the situation is slightly different from the one in Albania. First of all, Montenegro has signed the 1958 Agreement, but more importantly, Montenegro is a candidate for membership in the European Union, so it is reasonable to expect its faster adjustment and approaching the European Union regulations. However, the period of the next 20 months, given the complexity of these obligations, is rather short, and, as previously stated, the road from translating the Directives to their publishing, and especially to their application is quite painstaking. The Ministry of Transport and Maritime Affairs has established the "Strategy of Transport Development of Montenegro" [8]. In order to achieve a higher level of environment protection, this Strategy entails reaching a new Decision on Requirements Motor Vehicles are to Comply with, by which the conditions of environment and human health protection will be fully met, provided the vehicle conforms to EURO 4 emission standard, as minimal. There is a delay with passing the said sublegal act, since it was planned for 2010, at the latest.

By the Decision of the Ministry of Transport, Maritime Affairs and Telecommunications No. 01-4245/1, of 18 October 2010, a working party was formed the task of which is to make a plan and establish the dynamics of introducing the system of vehicle type approval in Montenegro, that is performing type approval of vehicles, equipment and components (when a vehicle or vehicle parts are manufactured in Montenegro), and the system of checking compliance with type approval conditions (for importing new vehicles) and compliance with type approval conditions for individually imported vehicles (used vehicles). The National programme of implementing Montenegro into the European Union contains clearly marked sublegal acts in question and the dynamics of their making. Based on this programme, in 2011, it is planned to make and pass the Regulations on Type Approval of Vehicles, Components and Equipment, together with five new provisions on vehicle type approval which will be harmonized with the requirements of UNECE Regulations, that is, EEC/EC Directives. In

2012, it is planned to establish six new regulations on vehicle type approval. In the next few years, a great deal of effort will be made towards the process of harmonizing the national legislation in the area of safety, technical and environment regulations for vehicles, by implementing the regulations of the European Union into the legal and sublegal acts of Montenegro. This process will inevitably be somewhat slow due to the lack of the basic legal act in Montenegro, which defines the area in question, in other words the "Law on Road Safety" (forming a working party for designing the legislative proposal is underway).

The situation surrounding regulations in **Kosovo** is in its own way unique. Kosovo has not signed the 1958 Agreement (which could not have happened, since it is not a United Nations member). On the other hand, at the same time, it is a potential candidate for membership in the European Union. It is completely uncertain if its status of a potential candidate will change in the next two years. Since the bombing of the Federal Republic of Yugoslavia in 1999, Kosovo has been under interim administration of UNMIK (*United Nations Interim Administration Mission in Kosovo*), pursuant to Resolution 1244 of the United Nations Security Council. At the end of 2008, the biggest part of UNMIK jurisdiction was transferred to EULEX mission (*The European Union Rule of Law Mission in Kosovo*). Furthermore, interim self-government in Kosovo has passed several legal and sublegal acts in the area of traffic safety, namely: "Law on Road Traffic Safety" (Law No. 02/L-70, from 11 January 2007), "Law on Road Traffic" (Law No. 2004/1, from 24 March 2005), as well as "Law on Amendments to the Road Traffic Law" (Law No. 02/L-127, from 17 September 2007) [26]. All the laws have been promulgated by the Special Representative of Secretary-General. Furthermore, pursuant to Article 337 of the "Law on Road Traffic Safety", the Ministry of Transport and Communications of Kosovo (provisional institution of self-government) has prepared "Administrative Instructions on Vehicle Homologation" (No. 2008/08), but these Instructions contain no restrictions with respect to importing vehicles, nor clear criteria for this process [24]. The same Ministry has authorized the company "Eurolab", for carrying out special procedures in the area of road traffic, which include vehicle homologation, technical inspection etc. In addition, Kosovo customs procedure contains several documents which address the issue of vehicle homologation, but without any clear principles [27]. Based on such a situation, we can conclude that it is not realistic to expect significant changes of Kosovo regulations connected to importing new passenger vehicles of M1 category, especially in a short-term period.

## 5. FINAL CONSIDERATIONS

If we consider the previously mentioned key challenges the UNECE Transport Department is to face in the future, we can see the importance the territory of Southeast Europe is attributed with respect to them. The region in question has significant position because of two, out of six challenges previously mentioned:

- Insufficient and inadequate infrastructures, particularly in Eastern Europe, the Caucasus and Central Asia;

- Old, unsafe and highly polluting road vehicle fleets, particularly in Eastern and South-Eastern Europe, as well as in the Caucasus and Central Asia, which result in higher accident rates and environmental impacts.

The best preventive, regarding the second challenge in particular, is harmonizing regulations to do with vehicles, with the purpose of enhancing their safety and environmental performance. International harmonization of regulations certainly leads to market expansion and overcoming certain obstacles.

The purpose of this paper is the analysis of technical requirements and conditions for importing vehicles on the territory of Southeast Europe. Since the quantity and the quality of these requirements vary from one country to another, certain observations and conclusions have been made based on expert estimate of the author of this paper. The status of the mentioned countries and territories in the United Nations and the European Union is rather diverse, and pursuant to this fact, regulations in the area of vehicle type approval in specific countries are more or less restrictive.

In the last few years, it has become evident that harmonizing regulations connected to vehicle type approval is heading towards substituting EEC/EC Directives by UNECE Regulations [17]. This is accounted for by the increasing importance of the 1958 Agreement. It is obvious that, in WVTAs themselves, numerous vehicle manufacturers from the European Union include an increasing number of individual type approvals according to UNECE Regulations, compared to EEC/EC Directives. Among other things, the reason for this is the fact that, apart from all the countries which have signed the Agreement, USA, China and India, whose importance in automobile industry is indisputable, actively participate in the World Forum for Harmonizing Vehicle Regulations (WP.29), together with numerous non-governmental international organizations, interested in this matter (*International Organization for Standardization – ISO; International Organization of Motor Vehicle Manufacturers – OICA; International Motorcycle Manufacturers Association – IMMA ...*).

Furthermore, it is very important to point out that one of the informal working parties of WP.29 is in charge of the development and implementation of The International Vehicle Type Approval System (IWVTA), to be applied as from 2016, which should, in the long run, replace EC WVTA, which today's System of EEC/EC Directives and Type Approval in the European Union is based on. This trend will most certainly continue in the future, since it would complete the process of regulation harmonization on the world level, which is an inevitable consequence of globalization, particularly evident in automobile industry.

Speaking of our region, all countries and territories have signed the 1958 Agreement, except for Albania and Kosovo. The status of Kosovo is quite doubtful in this respect, since the Agreement can only be signed by a United Nations member state. Perhaps the key indicator for the development of regulations to do with vehicles on the territory of Southeast Europe is a more or less expressed wish of all the countries and territories of this region to be members of the European Union. Slovenia already has that status, Croatia is on the verge of entering

the European Union, while the status of other countries and territories is different (Macedonia and Montenegro have the status of candidates, while all the other countries are potential candidates – Albania, Bosnia and Herzegovina, Serbia; Kosovo, as a territory the status of which has been defined by Resolution 1244 of The United Nations Security Council, is also a potential candidate for membership in the EU). However, each country individually, regardless of the fact whether it is a member of the EU or not, has to sign the 1958 Agreement in case it wants to apply it. On the other hand, many countries which have not signed the 1958 Agreement, recognize it unilaterally, and apply UNECE Regulations as equivalent to national regulations, which resulted in the fact that type-approved vehicles represent a harmonized level of quality on the international market of vehicles, equipment and components. Specific restrictions regarding type approval regulations which are applicable in certain countries and territories of Southeast Europe are precisely marked and analysed in Sections 3.2 and 3.4 of this paper, while Section 4 describes short-term predictions of the development and change of these regulations.

For the analysis of our region, it is very important to mention the CEFTA Agreement from 2006 (*Central European Free Trade Agreement*), which included all the countries and territories which are the subject of this paper except for Slovenia. That agreement can definitely have certain influence on the regulations in the area of type approval and importing vehicles, especially since it includes many bilateral agreements. Furthermore, the European Commission provides financial support for regional cooperation of West Balkan countries, through widely useful programmes of IPA projects (*Instrument for Pre-Accession Assistance*). Between 2007 and 2010, approximately 430 million € have been distributed for projects supporting the regional cooperation, or activities dealing with basic regional needs. Still, this entire process of joining the EU implies two conflicting aspects when it comes to vehicle market. On the one hand, the European Union will most certainly require compliance of all regulations of the countries which want to join it with its own, including regulations to do with motor vehicles. On the other hand, the used vehicles from EU countries must find their own markets where they can be sold, but in practice, a big difference between regulations for importing new and used vehicles in the same country is impossible and economically speaking, unsustainable.

As previously stated, although regulations on vehicle type approval, formally speaking, have technical nature, it is evident that their change is rather a consequence of global and political trends, since automobile industry is a vital factor of any economy. Therefore, it is important to emphasize in conclusion, that the general political and economic circumstances at the Balkans have always been turbulent and prone to fundamental changes. For that reason, it is very difficult to make more accurate predictions regarding the development of any regulations, those related to vehicle type approval and importing included, for a long-term period, despite the current situation. However, this problem must be addressed with a degree of optimism, and a belief in market stability and economic prosperity of this region.

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## ТЕХНИЧКИ ПРОПИСИ И УСЛОВИ ЗА УВОЗ ПУТНИЧКИХ ВОЗИЛА НА ТЕРИТОРИЈИ ЈУГОИСТОЧНЕ ЕВРОПЕ

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Овај рад се бави техничким прописима у области хомологације возила, као и условима за увоз путничких возила. Подручје које је анализирано обухвата регион југоисточне Европе, односно све републике некадашње Југославије, и додатно, територију Албаније. Рад је базиран на два кључна, паралелна система који дефинишу услове и критеријуме за увоз возила на територијама поменутих држава, и то на: прописима Економске комисије за Европу Уједињених нација (УНЕЦЕ), и прописима Европске уније (ЕУ). Обе групе ових прописа, који су у значајној мери компатибилни, су детаљно анализирани, са посебним акцентом на њихову примену у региону југоисточне Европе, и то кроз анализу прописа свих држава и територија појединачно. Надаље, рад се бави и краткорочним предвиђањима, до краја 2012. године, у погледу измене техничких прописа и услова за увоз возила. Закључна разматрања укључују и дугорочна предвиђања у погледу поменутих прописа на предметној територији.