

Report to WP.29 about results of the 4th meeting of Informal Group on Periodical Technical Inspections

The 4th IWG on PTI meeting was arranged with support of AMSS-CSV (Republic of Serbia) and held on 23 May 2016 in Beograd.

1. Provisions for conformity of periodical technical inspection process

The group had confirmed the principals and criteria for the development of the provisions for conformity of periodical technical inspection process:

- The present PTI systems vary from one territory to another;
- The 1997 Agreement shall include basical principal long term provisions designed to ensure that vehicles are kept in a safe and environmentally acceptable condition during their use;
- The Contracting Parties should be allowed to set higher test standards than those required by the 1997 Agreement;
- Roadworthiness testing is a sovereign activity of the Contracting Parties implemented according to the national legislation;
- The 1997 Agreement shall be open for accession by the majority of member Countries of the United Nations with focus on the ECE area;
- Providing a flexible approach to help Contracting Parties developing their national PTI system requirements.

The group is agree that requirements for test methods, test tools, devices and equipment by which any vehicle performance requirements are to be demonstrated shall be incorporated into the Rules.

Another requirements are subject to the 1997 Vienna Agreement text and another UN documents.

General obligations and responsibilities of the Contracting Parties necessary to arrange PTI shall be put into the 1997 Vienna Agreement text.

Detailed recommendations for ensuring the objectivity and the high quality of the technical inspections, undertaken in accordance with the recommended methods specified in the Rules, will be prescribed by the Mutual Resolution (MR). The Resolution does not hold regulatory status within Contracting Parties. Contracting Parties refer to this Mutual Resolution when establishing the suitability of their PTI system for the assessment of compliance with the prescriptions of Rules in the framework of the 1997 Agreement. The added value that would be secured were it to be applicable to Rules annexed to the 1997 Agreement.

The Resolution will contain:

- Minimum requirements concerning technical inspection facilities and test equipment
- Minimum requirements concerning the competence, training and certification of inspectors
- Minimum requirements concerning the surveillance of the designated Testing Centres

- Interpretation issues
- Another issues upon the request to make PTI robust and effective.

According to the Terms of Reference of IWG on PTI the draft proposals on conformity of periodical technical inspection process should be submitted in November 2016. The draft proposals will incorporate the draft amendments to the 1997 Vienna Agreement and the draft Mutual Resolution. The preliminary draft amendments to the 1997 Vienna Agreement, to be discussed further on in IWG on PTI, are attached to this document.

2. Completing draft amendments to Rule 1 and Rule 2

The IWG on PTI considered the proposals for amendment of UN Rule No. 1 (document ECE/TRANS/WP.29/2013/132/Rev.1) and UN Rule No. 2 (document ECE/TRANS/WP.29/2013/133/Rev.2) for their possible adoption by AC.4 by voting.

Revised proposal for Revision 2 to Rule 1 and draft amendments to Rule 2 developed by the group and submitted to the 169-th session of WP.29 are harmonized with the provisions of the latest Regulations, annexed to the 1958 Agreement, and in line as possible with the Directive 2014/45, Customs Union Regulation and another national legislations.

There was not unanimous opinion to extend scope of the Rule 1&2 to M₁ vehicle categories. To keep conditions for accession the 1997 Vienna Agreement by the majority of member Countries of the United Nations and environmental protection the group decided to return to this task on further stages.

3. Development of new rules for vehicles and their parts and equipment incorporating new technologies

At the 165th session WP.29 requested IWG on PTI to revise minimum inspection requirements for electric and hybrid-electric vehicles and for vehicles powered with LPG and CNG, developed by the Russian Federation and CITA (ECE/TRANS/WP.29/1114, para 87), and submit for further consideration at one of the WP.29 meeting.

Submission of draft document on LPG/CNG vehicles and electric and hybrid-electric vehicles to WP.29 is confirmed for March 2017 and November 2017 accordingly.

4. Date and place of next meeting

Next meeting was scheduled for the beginning of September 2016 in Bucharest (Romania).

Preliminary draft amendments to the 1997 Vienna Agreement

Appendix 3

CONFORMITY OF PERIODICAL TECHNICAL INSPECTION PROCESS

Each Contracting Party or its competent authority must verify before the authorisation of testing centres the existence of satisfactory arrangements and procedures for ensuring the objectivity and the high quality of the technical inspections, undertaken in accordance with the recommended methods specified in the Rules.

With a view to ensuring that a high quality of testing is maintained over time, Contracting Party should set up a system that covers the processes of authorisation, supervision, withdrawal, suspension or cancellation of authorisation to carry out technical inspections.

The arrangements and procedures shall cover the following minimum requirements. In order to ensure high standards of technical inspections, Contracting Parties are allowed to lay down additional requirements.

1. Testing facilities and equipment

1.1. Contracting Parties shall ensure that testing equipment used for carrying out technical inspections comply with the minimum technical requirements laid down in the Rules. This may include, where applicable, the use of mobile test units.

1.2. Technical inspections shall be carried out by using appropriate test facility with adequate space for the evaluation of vehicles which meets the necessary health and safety requirements, a test lane of sufficient size for each test, a pit or lift and, a device to lift a vehicle on one of the axles, equipped with appropriate lighting and, where necessary, with aeration devices.

1.3. Contracting Parties shall ensure that the testing centres or, if relevant, the competent authority maintain the testing facilities and equipment in accordance with the specifications provided by the manufacturers.

1.4. Equipment used for measurements shall be periodically calibrated and verified in accordance with the specifications provided by the Contracting Party concerned or by the manufacturer of the equipment.

2. Testing centres

2.1. Testing centres in which inspectors perform technical inspections shall be authorised by a Contracting Party or by its competent authority.

2.2. To meet minimum requirements in terms of quality management, testing centres shall comply with the requirements laid down by the authorising Contracting Party. Testing centres shall ensure the objectivity and the high quality of the technical inspections.

3. Inspectors

3.1. Before an inspector may carry out periodic technical inspections, it shall be verified that that person has the appropriate knowledge, experience and skills.

3.2. Contracting Parties or competent authorities shall ensure that inspectors receive the appropriate initial and refresher training or undergo appropriate examination, including in theoretical and practical elements, to enable them to be authorised to carry out technical inspections.

3.3. Inspectors, when carrying out technical inspections, should act independently and their judgement should not be affected by conflicts of interest, including those of an economic or personal nature.

3.4. The person presenting the vehicle for testing shall be informed of any deficiencies identified in the vehicle which need to be rectified.

3.5. The results of a technical inspection should not be altered for commercial purposes. The results of a technical inspection may only be modified, where appropriate, by the supervising body, or in accordance with the procedure set up by the competent authority, if the findings of the technical inspection are manifestly incorrect.

4. Supervision of testing centres

4.1. Contracting Parties shall ensure that testing centres are supervised. Contracting Parties shall specify the rules and procedures covering the organisation, tasks and requirements, including the independence requirements applicable to the personnel of a supervising body.