

Report to WP.29 about results of the 5th meeting of Informal Group on Periodical Technical Inspections

The 5th IWG on PTI meeting was arranged with support of Romanian Automotive Register and held on 05 September 2016 in Bucharest.

1. Provisions for conformity of periodical technical inspection process

The World Forum at its 168th session (ECE/TRANS/WP.29/1120, para 75 to 78) encouraged the IWG on PTI to develop options for covering the elements of testing equipment, skills and training for inspectors as well as supervision of test centres within the framework of the 1997 Agreement providing for the requested flexibility and harmonization.

It was recommended to provide for future flexibility that new elements will need to follow technical progress and, therefore, should be designed so as to allow for amendments by WP.29/AC.4.

The increased diversity between the Contracting Parties in case these new elements would be covered in new Rules, when not all Contracting Parties would be applying all the Rules, was recommended to be taken into consideration and as well as how this might affect the mutual recognition of International Technical Inspection Certificates.

Following the guidance of the World Forum the group confirmed that requirements for test methods and equipment, including test tools and devices, by which any vehicle performance requirements are to be demonstrated shall be incorporated into the Rules.

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

It was agreed to submit the revised draft amendments of the 1997 Agreement for the 170th session of WP.29.

The group considered the draft Mutual Resolution of the 1997 Agreement concerning the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in Rules, submitted by expert of the Russian Federation. The provisions were harmonized with ones prescribed in the Directive 2014/45/EU and other national legislations.

The Resolution contains:

- 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.

It was agreed to amend the title of the document to read “Special Resolution”, since it refers to only agreement.

The Resolution could be added with interpretation issues and another issues upon the request from the Contracting Parties to make PTI robust and effective.

The group noted that term “roadworthiness” is not used in the 1997 Agreement, but mentioned in Rule 1 & 2, in the draft Special Resolution and in national documents on PTI. It was requested whether the term shall be defined. The group decided to put “roadworthiness” in square brackets and formulate position later.

In the process of further communication by e-mail the group to exclude misinterpretation of the Rules and to ease their application and harmonize terminology in PTI field decided to add the draft amendment to the 1997 Vienna Agreement with new definition as follows:

“**Roadworthiness** is a property or ability of vehicle to be in a suitable operating condition or meeting acceptable standards for safe driving and environmental protection, and transport of people and/or cargo in public roads.”

The definition, when supported by the World Forum, could be added to the revised draft amendments of the 1997 Agreement.

It was agreed to submit the revised draft Special Resolution for the 170th session of WP.29

2. Completing draft amendments to Rule 1 and Rule 2

The World Forum at its 169th session (ECE/TRANS/WP.29/1123, para 77) requested the IWG on PTI to continue the work on revising UN Rules Nos. 1 and 2 and to submit draft amendments, covering both M1 and N1 vehicle categories for the next session.

The representatives of United Kingdom, Netherland and Japan explained that they have to define their final position regarding the inclusion of light vehicles into the scope of the Rules. Meanwhile they noted that the technical requirements for the vehicles, laid down in the draft amendments to the Rules, could be acceptable. The representative of the Russian Federation supported this conclusion.

Romania and Serbia stated that they preferred to keep light vehicles out of the scope.

ACEA and CITA were in favour of UN Rules Nos. 1 and 2, covering both M1 and N1 vehicle categories, to make them harmonized with the European Directive 2014/45/EU, Customs Union Regulation and other national legislations.

Provided that the task of the IWG on PTI is completing draft amendments to UN Rule 1 and Rule 2 for their possible adoption by AC.4 by voting and following the guidance of WP.29, the group decided to submit the draft amendments to the Rules, covering both M1 and N1 vehicle categories, for the 170-th session of WP.29.

Romania highlighted the importance of having transitional provisions in the amended UN Rules Nos. 1 and 2 to synchronise their enter into force with the Directive 2014/45/EU.

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

The group considered the draft inspection requirements for electric and hybrid vehicles and gas propelled vehicles, developed by the the Russian Federation and CITA. The proposals were

introduced to be further on incorporated into new Rules annexed to the 1997 Vienna Agreement.

The group agreed that Contracting Parties shall keep the right to apply those requirements, and, therefore, the proposal is to have them as additional Rules. It was agreed that reasons for failure should be univocally defined, and those aspects already contained in Rule 1 and 2 shouldn't be repeated.

Secretariat of the group volunteered to make necessary corrections and submit the documents to the next session of IWG on PTI.

4. Possible further steps and items to be treated by the group

According to ToR IWG on PTI was requested to develop proposals for possible further steps and items to be treated by the group. It could be envisaged new rules, or draft amendments to UN Regulations attached to the 1958 Agreement, or proposals for consistency the 1997 Agreement and the 1968 Vienna Convention as well as other proposals. The proposals shall be submitted for WP.29 until November 2017 and this item shall be in the agenda for next meetings of the group.

5. Date and place of next meeting

Next meeting was scheduled for February 2017 in the Netherland. RDW volunteered to be host of the meeting. Exact date and place will be announced later.
