

### **Draft proposals for further items, related to PTI, to be treated by the IWG or the WP.29**

At its 165<sup>th</sup> session (10-13 March 2015) WP.29 decided to create IWG on PTI to align the 1997 Agreement and its annexed rules with legislation of the Contracting Parties. The group was requested to introduce additional elements to the Agreement in line with the decisions taken at the seventy-seventh ITC: the equipment to be used for PTI, skills and training of staff performing PTI, and supervision and quality control of PTI centres. IWG on PTI provided a platform for PTI discussions, which resulted in consensus on possible amendments to existing Rules as well as the envisaged new rules.

The group developed draft amendments to the 1997 Vienna Agreement and Special resolution introducing the provisions for conformity of periodical technical inspection process, completed draft amendments to Rule 1 and Rule 2, revised minimum inspection requirements for electric and hybrid-electric vehicles and for vehicles powered with LPG and CNG to be approved as new rules.

Activity of IWG on PTI was limited with its Terms of Reference. The prescribed tasks have been solved.

Meanwhile there still are problems to maintain roadworthiness of the vehicles. Among them there are:

1. Revision of the Regulations attached to the 1958 Geneva Agreement and development of draft amendments to them, supporting technical inspections.
2. Guidance for roadside inspections: methods and supervision
3. Guidance for vehicle design change inspection: methods of inspection and supervision
4. Guidance for supervision for PTI quality. Inspection of testing centres
5. Uniform provisions for periodical technical inspections of wheeled agricultural and forestry tractors with regard their roadworthiness.

6. Guidance for education and attestation of the expert implementing PTI;

7. The performance of equipment and systems including automotive systems in conditions other than those tested according to the regulated test procedures. There are inherent risks that some systems, especially those relying on software (e.g. TPMS and AEBS) could be designed to work only in the limited conditions corresponding to those tested rather than in all the relevant driving conditions. IWG could develop guidance for establishment of requirements for the performance of equipment and systems including automotive systems in all the relevant driving conditions other than those tested, as well as methods for their evaluation.

8. Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of Rules in the framework of the 1997 Agreement.

To provide for a proper preparation of the proposals on solution of the above mentioned problems, it is deemed necessary to install a new subsidiary working party on PTI as its elements might not be covered by the work of the current existing in frame of WP.29 subsidiary GRs. Furthermore such a GR would allow PTI experts to participate, as usually they are not well represented, in any of the groups, dealing with type-approval issues. In addition, GR provides a platform for discussions on PTI, which should result in a consensus on possible amendments to existing rules and on the envisaged new rules would smooth the decision making process within WP.29 and AC.4.

According to Terms of reference and rules of procedure (TRANS/WP.29/690), chapter X, rule 34 WP.29 may propose to the ITC to establish a new subsidiary body or to dissolve an existing one, and shall provide justification for such action.

The Working Party on Periodical Technical Inspections (GRIT) shall be the subsidiary body of the World Forum for Harmonization of Vehicle Regulations (WP.29) that prepares regulatory proposals on periodical technical inspections of the

vehicles to WP.29. This group of experts conducts research and analysis to develop and propose safety requirements for vehicles in operation.

GRIT convenes officially [once] twice a year and entrusts informal groups with specific subjects that need to be considered urgently or that require special expertise.

The Working Party is open to the governmental experts from any member country of the United Nations, and to any regional economic integration organization set up by member countries of the United Nations, and to experts of governmental organizations. Experts of non-governmental organizations (NGOs) may participate in a consultative capacity. Final decisions are taken by Government representatives by vote at the World Forum WP.29 level. The work of GRIT experts is transparent: all agendas, working documents and reports are openly accessible on the UN website.

GRIT shall:

initiate and pursue actions aiming at the development of safety requirements which may be accepted world-wide, and which are directed at improving safety of vehicles in operation, providing uniform conditions for periodical technical inspections and strengthening economic relations world-wide, according to the objectives laid down in Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspections, done at Vienna on 13 November 1997 (the Agreement);

foster the reciprocal recognition of periodical technical inspections among Contracting Parties to the Agreement that expressly provide for such action;

serve as the specialised technical subsidiary body for the Agreement. Its function is to develop recommendations regarding uniform conditions for periodical technical inspections, consistent with the provisions of the Agreement;

encourage all its participants to apply or adopt into their law world-wide harmonized conditions for periodical inspections;

create a working environment that facilitates the fulfilment by Contracting Parties of their obligations set forth in the Agreement.

Sessions of GRIT shall be held on dates fixed by the ECE Executive Secretary.

Sessions shall ordinarily be held at the United Nations Office at Geneva (UNOG), Switzerland. If GRIT decides to hold a particular session elsewhere, the relevant UN rules and regulations shall apply.

GRIT shall, at the end of its last session of the year, elect from the representatives of participants a Chairperson and Vice-Chairperson(s), and a Secretary who shall take office at the start of the first session of the following year. The number of Vice-Chairpersons may vary from year to year depending upon need. The officers shall be eligible for re-election.

During the sessions the Secretariat, acting in the framework of the Transport Division of the ECE Secretariat, shall assist GRIT in complying with Rules of Procedure of WP.29.

At the first stage the working language of GRIT is English.

The work process will be developed by consensus. When consensus cannot be reached, the Chairperson of the party shall present the different points of view to WP.29. The Chairperson may seek guidance from WP.29 as appropriate.

GRIT will provide

- elimination of barriers for free movement of the international automobile carriages;
- ensuring the benefits accruing from the original design and manufacturing of vehicle are retained, where justified, throughout the life of the vehicles;
- submission of the international standards incorporating the best practices in the sphere of Road safety and environmental protection.