

1997 Agreement Implementation Workshop
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1997 Agreement

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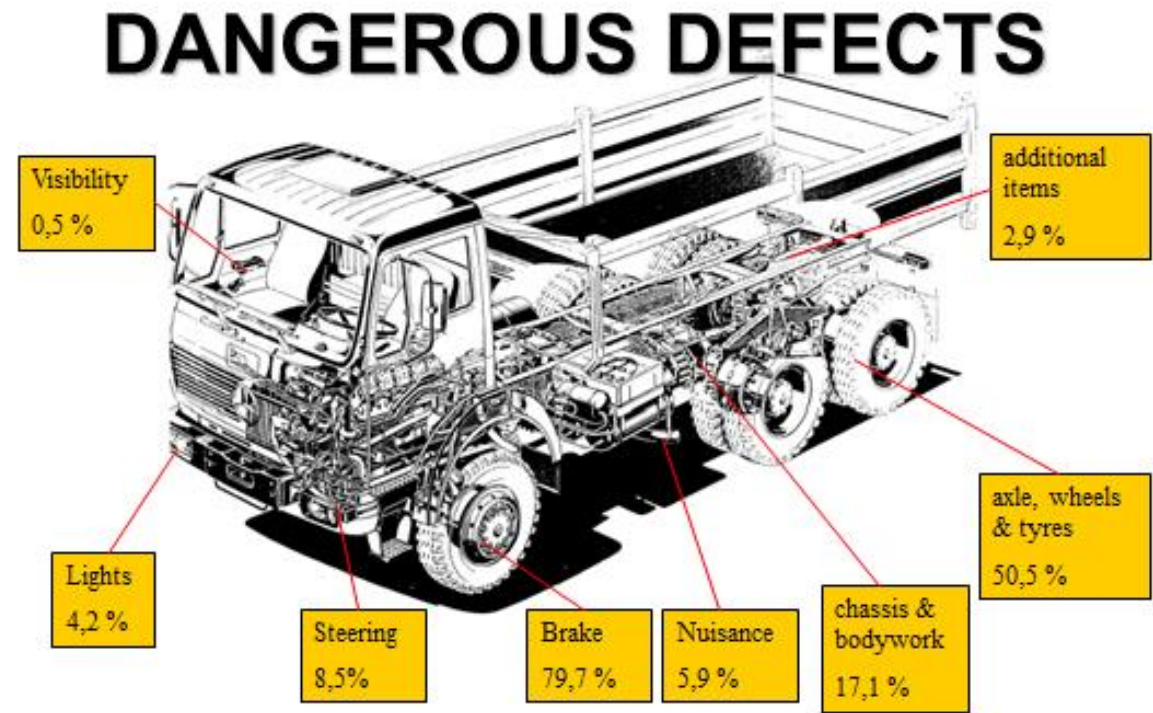


Why does it matter?

Why PTI ?

- Evidence base:
 - Technical defects related to fatal accidents (based on in-depth accident analysis)
 - 8 to 15% in high income countries (EU)
 - 15 to 25% in middle income countries
- 1997 Agreement?
 - New specifications for new technologies

Example of results of technical roadside inspections
(Austria '08)



Why Periodic Technical Inspections

- So called “low hanging fruit”
- Immediate effect on road safety
- Covers existing fleet

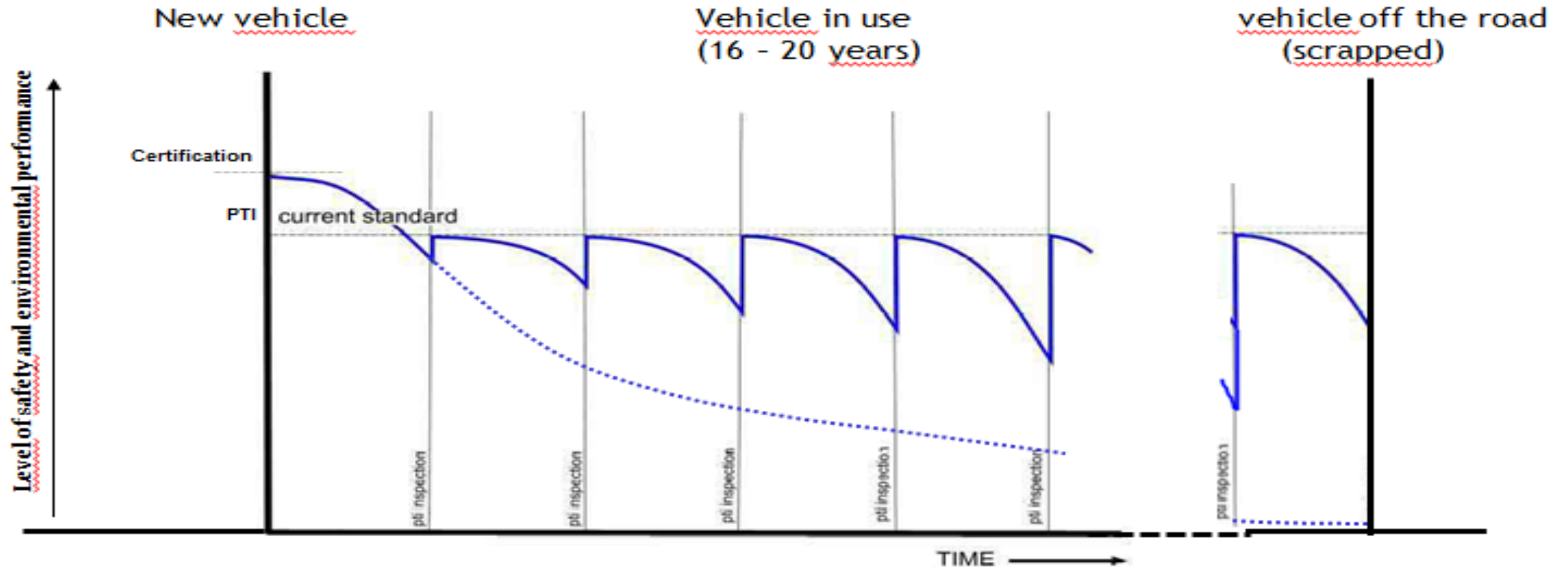


Why Periodic Technical Inspections

Vehicle Lifecycle

Vehicle certification

Periodic Technical Inspection



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Principal Elements of the 1997 Agreement

Eligible Contracting Parties to the 1997 Agreement:

Members of UN



The 1997 Agreement provides:

Legal framework for the adoption of uniform UN Rules for PTI of vehicles in use - cars, vans, trucks, buses and heavy trailers
(Test frequency, test items, test methods, examples of main defects, assessment of defects according to risk)

Reciprocal recognition of certificates of such inspections for cross-border use of vehicles



Principal Elements of the 1997 Agreement

Resolution R.E.6 test-equipment, skills & training of inspectors, supervision of test centers

1997 Agreement

UN Rule No. 1

For environmental issues



UN Rule No. 2

For safety inspection



UN Rule No. 3

LNG/LGP/CNG fueled vehicles



UN Rule No. 4

EV and HEV vehicles



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1997 Agreement main provisions

- Treaty body Administrative Committee AC.4
 - Quorum
 - Election of Chair and Vice-Chair
 - Body where votes take place
- Provisions on establishing /amending Rules
 - Amendments voted in AC.4 and submitted to Secretary General (NY) by secretariat
 - Notification by Secretary General
 - Contracting Parties six month following notification for rejection (1/3 of CPs)
 - Entry into force immediately after end of six month notification
- Rules shall cover
 - Scope and frequency; items (equipment and/or parts) to be inspected; test methods; conditions for granting inspection certificate and date of entry into force



1997 Agreement main provisions (cont.)

- Provisions on amending the agreement
 - Amendments to be proposed by a Contracting Party to Secretary General (NY)
 - Notification by Secretary General
 - Contracting Parties six month following notification for rejection
 - Entry into force three month following end of 6 month notification period only if NO Contracting Party rejected
- Reciprocal recognition of Inspection Certificates in international traffic
- Harmonized International vehicle Inspection Certificate (incl. specimem)
- Accession to agreement and application of rules
- Disputes and arbitration procedures



1997 Agreement main provisions (cont.)

- Proposed amendments to the agreement
 - Including definitions of roadworthiness and approval,
 - Deficiencies, inspector, competent authority
 - Test center and supervising body
 -
- Possibility of electronic Inspection Certificates
- Amendment to content of inspection certificate (mileage at test)
- New Appendix on Conformity of periodic technical inspection process
 - System for authorisation, supervision, withdrawal, suspension or cancellation of authorisation including requirements for
 - Testing facilities and equipment; testing centres, inspectors and supervision



*1997 Agreement on Periodic Technical Inspection
Amendments
Entered into force 13 November 2019*



Preamble

The Contracting Parties,

...

Desiring to achieve greater uniformity in the rules adapted to the technical progress governing **international** road traffic and to ensure a high level of safety and protection of the environment;

...



Additional definitions

- The term "roadworthiness" means a property of vehicles to be in a suitable operating condition to be used on public roads, compliant with safety and environmental characteristics as prescribed by the Rules.
- The term "approval" means a procedure whereby it can be certified that a vehicle satisfies the relevant administrative provisions and technical requirements referred to in the Regulations annexed to the 1958 Geneva Agreement or by national / regional legislation;
- The term "deficiencies" means technical defects and other instances of non-compliance found during a technical inspection;
- The term "inspector" means a person authorised by a Contracting Party or by its competent authority to carry out technical inspection in a testing centre or, where appropriate, on behalf of a competent authority;
- The term "competent authority" means an authority or public body entrusted by a Contracting Party with responsibility for managing the system of technical inspection, including, where appropriate, the carrying-out of technical inspections;
- The term "testing centre" means a public or private body or establishment authorised by a Contracting Party to carry out technical inspections;
- The term "supervising body" means a body or bodies set up by a Contracting Party, responsible for the supervision of testing centres. A supervising body can be part of the competent authority or competent authorities;



Amendment to Art.2

...

- The Rule shall cover the following:
- (a) The categories of wheeled vehicles concerned and the frequency of its inspection;
- (b) The equipment and/or parts to be inspected;
- (c) Test methods, **and equipment** by which any performance requirements are to be demonstrated;
- (d) Conditions for granting inspection certificate;
- (e) The date(s) on which the Rule enters into force.

...



International technical inspection certificate

1. ~~Authorised Technical Inspection Centres~~ **Testing Centres** are responsible for conducting the inspection tests, granting the **confirmation** of compliance with the inspection requirements of the relevant Rule(s) ...
2. **The certificate may also be in electronic form, provided a certified printout of the certificate is made available when required.**

INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE	
1.	Licence plate (Registration) No.
2.	Vehicle identification No.
3.	First registration after the manufacture (State, Authority) 1
4.	Date of first registration after the manufacture
5.	Date of the technical inspection
6.	Odometer reading in the moment of the last inspection (if available)
CERTIFICATE OF COMPLIANCE	
7.	This certificate is issued for the vehicle identified under Nos. 1 and 2 which complies at the date under No 5 with the Rule(s) annexed to the 1997 Agreement on the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections.
8.	The vehicle has to undergo its next technical inspection according to the Rule(s) under No. 7 not later than: Date: (day /month/year) ²
9.	Issued by
10.	At (Place)
11.	Date
12.	Signature
3	

New 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.



New Appendix 3

- **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. According to the vehicle category 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.**
- **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.**



New Appendix 3

- **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.**



New Appendix 3

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.



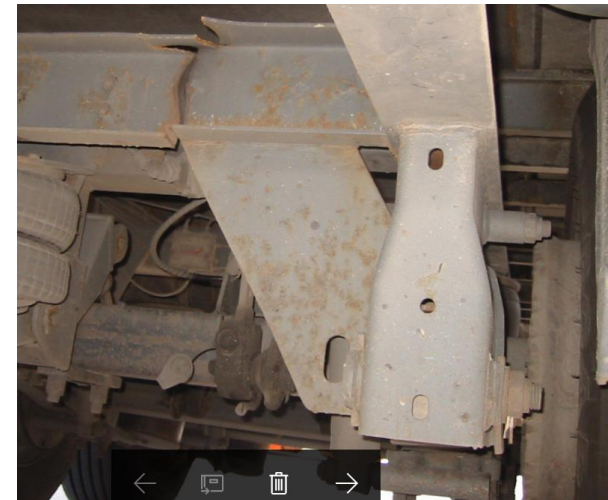
New Appendix 3

- **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.**



1997 Agreement – Rules

- Rule 1 focuses on environmental issues
 - Pollutant emissions, noise and leakages
- Rule 2 focuses on safety related issues
 - Identification of the vehicle;
 - Braking equipment;
 - Steering;
 - Visibility;
 - Lighting equipment and parts of electric system;
 - Axles, wheels, tyres, suspension;
 - Chassis and chassis attachments;
 - Other equipment;
 - Additional inspections of vehicles for the commercial carriage of passengers.
- Contains: scope, test frequency, inspection items, test methods, reason for failures and guidance on assessment of defects
- Rule 3 focuses on specific elements for LNG/LPG/CNG fueled vehicles
- Rule 4 focuses on specific elements for EV and HEV vehicles



1997 Agreement – Rules

- Latest amendments to the Rules
 - Extend scope to M1 and N1 vehicles
 - Maximum intervals between two consecutive inspections (M1, N1: 4-2-2; N2,N3,M2,M3,O3,O4 and taxis & ambulances 1-1-1)
 - System of severity of defects (minor-major dangerous)
 - Clear assessment of defects according to their severity
 - Final assessment of vehicle in accordance to the most severe defect (taking into consideration combined effects of defects)
 - Introduce testing of electronic controlled systems



1997 Agreement – Rule 1 & Rule 2

3. Periodicity of technical inspections

<i>Vehicle Categories</i>	<i>Maximum Inspection Intervals</i>
Passenger-carrying motor vehicles: M₁, except taxis and ambulances Goods vehicles: N₁	Four years after the first entry into service of the first registration and every two years thereafter
Passenger-carrying motor vehicles: M₁ used as taxi or ambulances, M₂ and M₃ Goods vehicles: N₂ and N₃ Trailers: O₃ and O₄	One year after the first entry into service of the first registration and annually thereafter-



1997 Agreement – Rule 1 & Rule 2


7.2. Deficiencies that are found during periodic testings of vehicles shall be categorised in one of the following groups:

- (a) "*Minor deficiencies*" having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;
- (b) "*Major deficiencies*" that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;
- (c) "*Dangerous deficiencies*", constituting a direct and immediate risk to road safety or having an impact on the environment which justifies that, a Member State or its competent authorities may prohibit the use of the vehicle on public roads.

7.3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 7.2. above shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection area as identified in the scope of the test referred to in paragraph 2 of Annex I, may be classified in the next most serious deficiency group if it can be demonstrated that the combined effect of those deficiencies results in a higher risk to road safety.



1997 Agreement – Rules

			Minor	Major	Dangerous
 <p>2.1.2. Steering gear casing attachment</p>	<p>With vehicle on a pit or hoist and the weight of the vehicle road wheels on the ground, rotate steering / handle bar wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of the attachment of gear casing to chassis.</p>	(a) Steering gear casing not properly attached. Attachments dangerously loose or relative movement to chassis/bodywork visible.		X	X
		(b) Elongated fixing holes in chassis. Attachments seriously affected.		X	X
		(c) Missing or fractured fixing bolts. Attachments seriously affected.		X	X
		(d) Steering gear casing fractured. Stability or attachment of casing affected.		X	X
<p>2.1.3. Steering linkage condition</p>	<p>With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anticlockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.</p>	(a) Relative movement between components which should be fixed. Excessive movement or likely to unlink.		X	X
		(b) Excessive wear at joints. A very serious risk of unlinking.		X	X
		(c) Fractures or deformation of any component. Affecting function.		X	X
		(d) Absence of locking devices.		X	
		(e) Misalignment of components (e.g. Track rod or drag link).		X	
		(f) Unsafe modification ⁽³⁾ .		X	



1997 Agreement – Resolution R.E.6

- Establishes minimum requirements for a PTI regime and details specific administrative and technical provisions for PTI
- Minimum requirements for technical inspection facilities and test equipment
 - Test lane with pit or lift
 - Equipment for brake testing; wheel play detector; sound meter; emission test devices (4-gas analyser / smoke meter); headlamp aiming device; tread depth meter; OBD scan tool and LPG/CNG/LNG leakage detector
 - Calibration requirements



1997 Agreement – Resolution R.E.6 (cont.)

- Minimum requirements concerning competence, training and certification of inspectors
 - Areas of knowledge and experience
 - Initial and refresher training / examination
 - Certificate of competence
- Supervising bodies
 - tasks and activities of supervising bodies
 - requirements concerning supervising bodies
 - Contents of rules and procedures



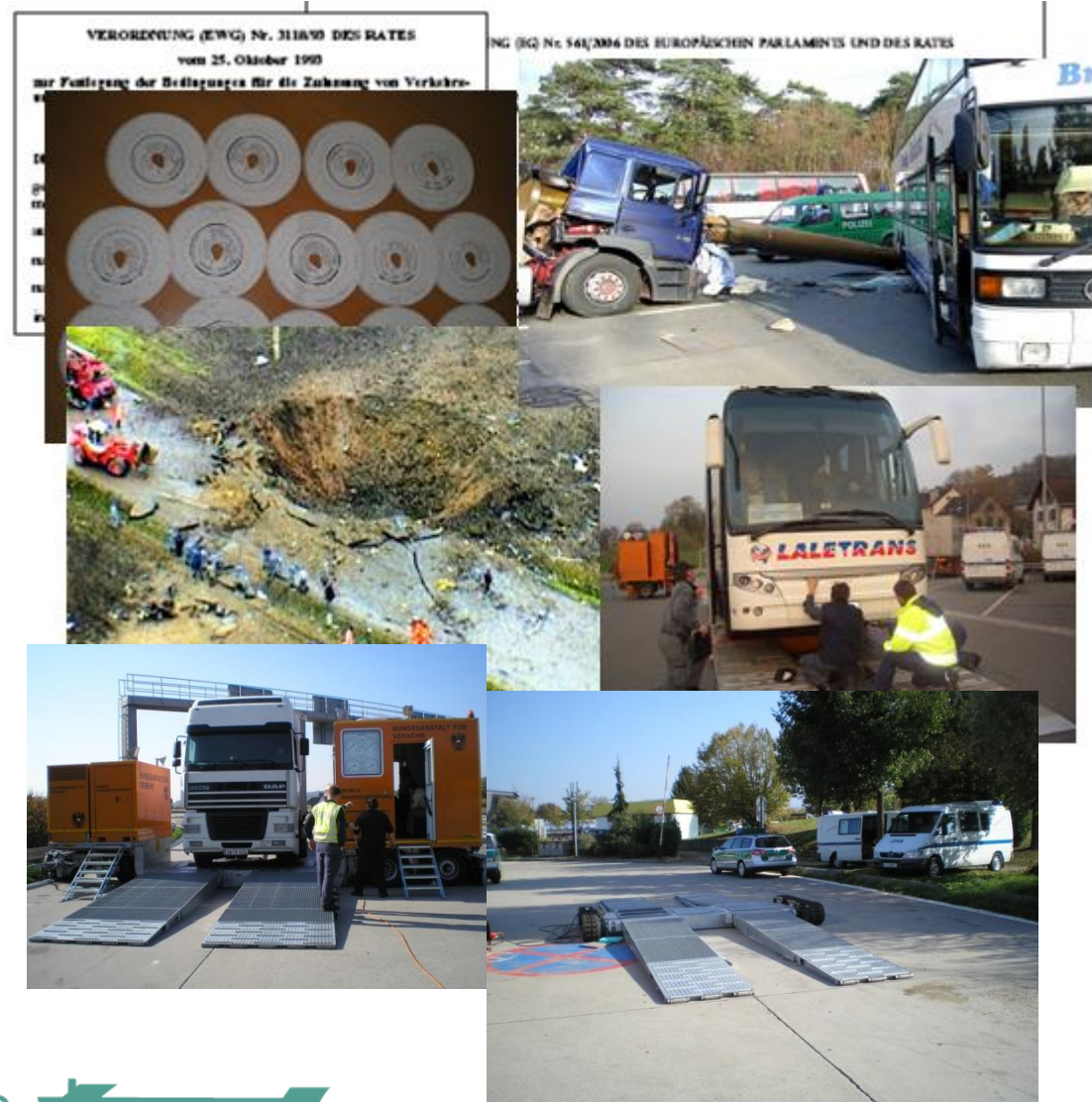
Technical Roadside Inspections

Mainly, but not only, for commercial transport
Different areas to be covered

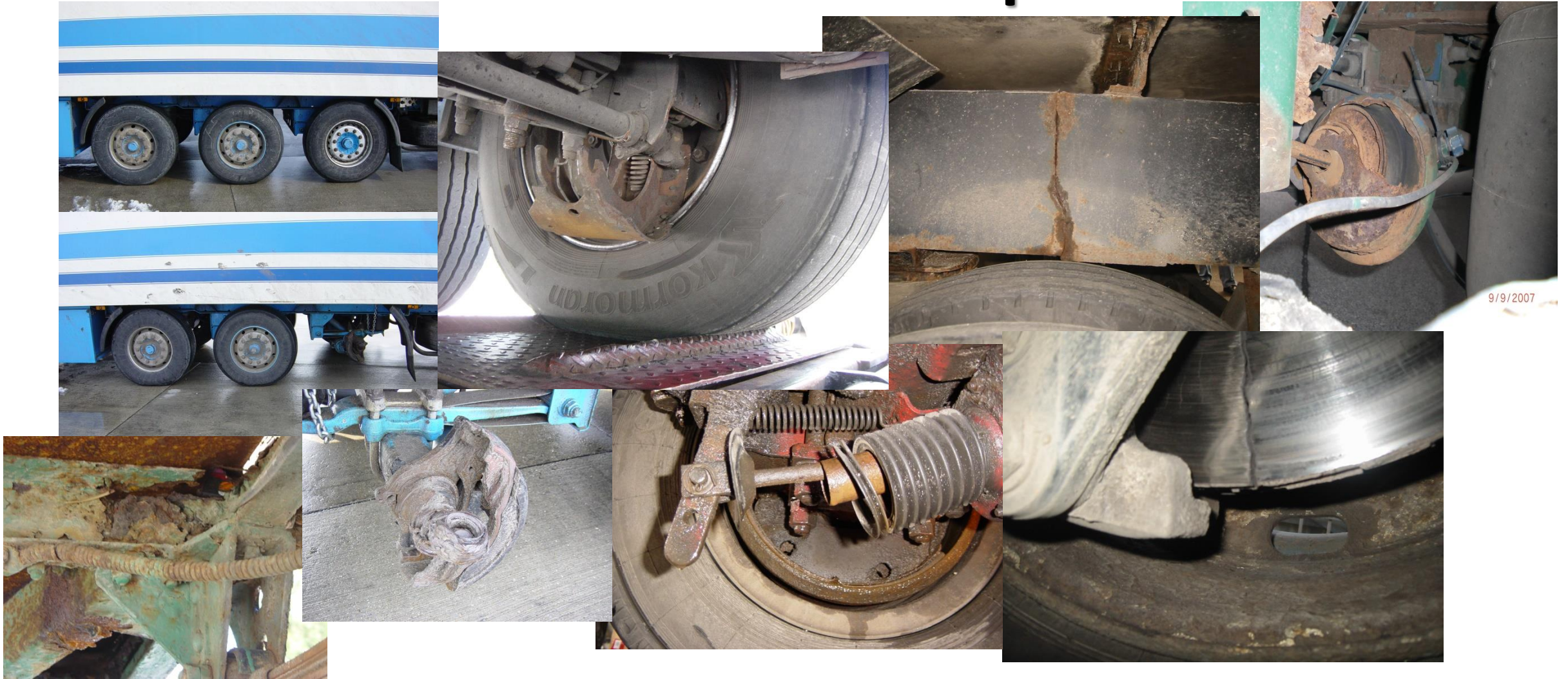
- Driver permit
- Transport license
- Vehicle registrations
- Weights and dimensions
- Driving time and Resting time (AETR)
- Transport of dangerous goods (ADR)
- Technical condition of vehicles
- Securing of cargo

➡ need for specialised body & good cooperation with police

➡ need for specialised equipment
need for intelligent selection tool
(risk rating)



Technical Roadside Inspections



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Technical Roadside Inspections

THE AIM
TO IMPROVE
ROAD-SAFETY
BY ENFORCEMENT

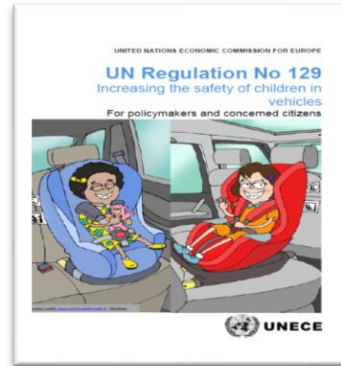
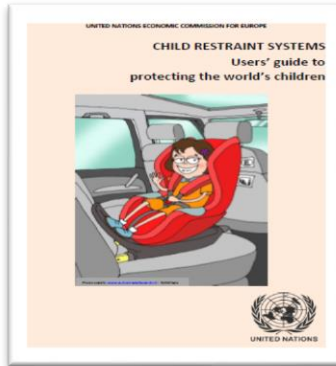


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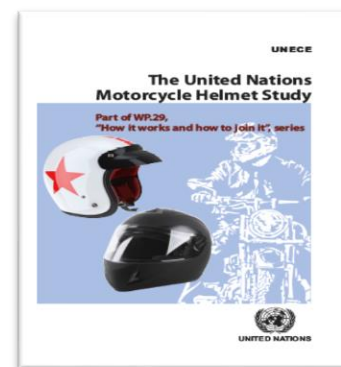
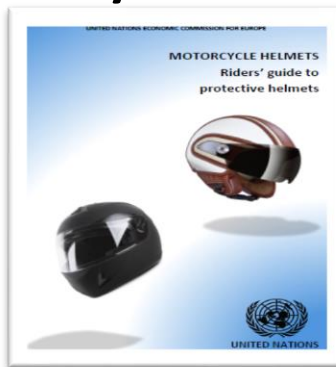
Leaflets and Publications

- Child restraint systems



- World Forum for Harmonization of Vehicle Regulations (WP.29) – How It Works, How to Join It

- Motorcycle helmets



**THANK YOU
FOR YOUR ATTENTION**

UNECE Sustainable Transport Division

<http://www.unece.org/trans/main/welcwp29.html>

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