

Safe Vehicles

RSPR Policy dialogue
Chisinau, Moldova (online)
13-14 December 2023



Moldova



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Safer vehicles regulatory framework analysis



- Three main sources of information were used for the assessment:
 - The Republic of Moldova national legislation framework in force;
 - The best practice examples (from EU Member States and United Nations Contracting Parties);
 - The international legal framework (1958, 1997, ADR and AETR UN Agreements).
- Nine specific activities were identified as legal promoters of technical vehicle safety standards that lead to safer vehicle operation and have an important impact on road safety.
- These activities are usually deployed in European countries, and they are part of the main list of good practices in establishing the level of vehicle safety standards at the national level.



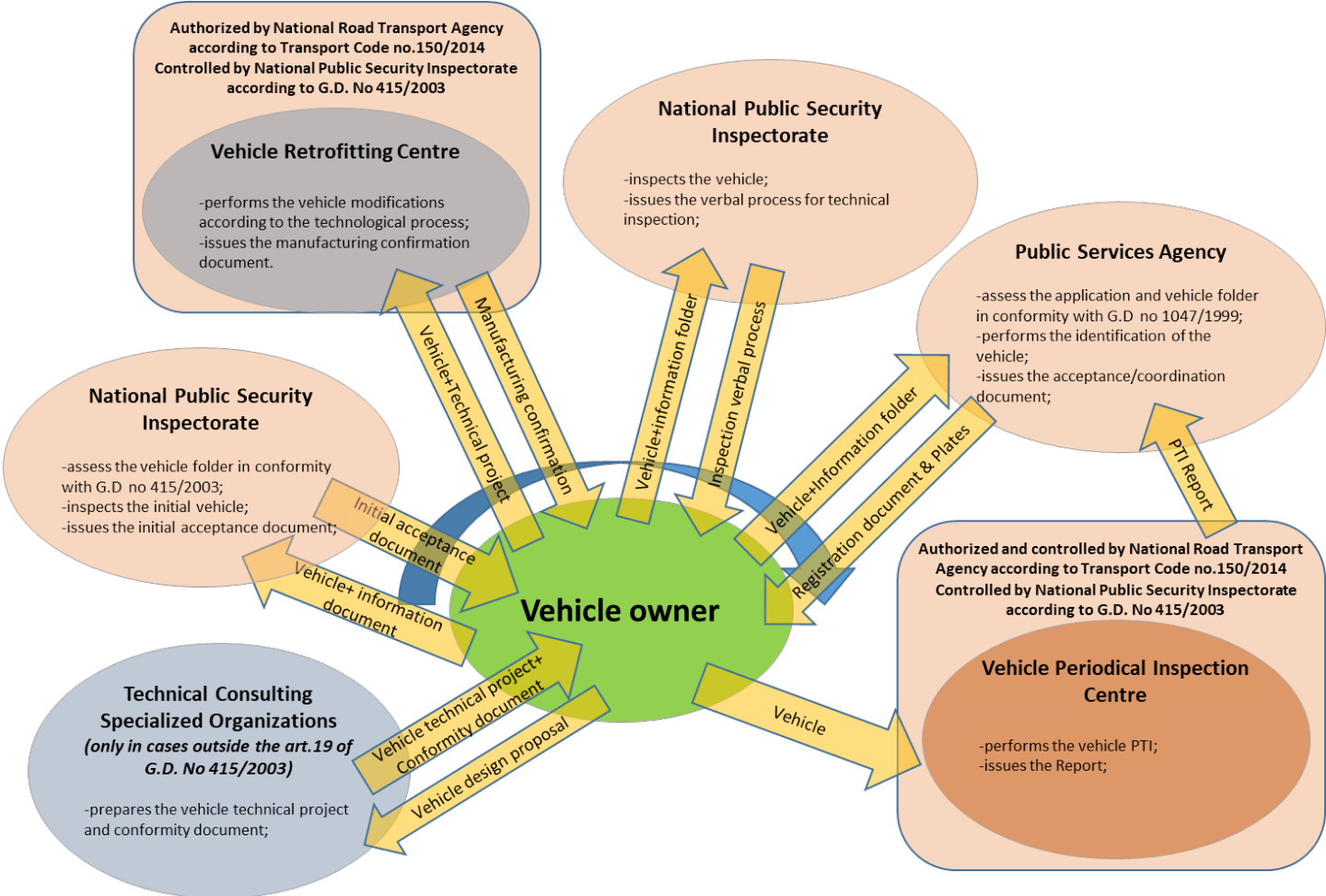
Safer vehicles regulatory framework analysis



No.	Domain	Activity
1	Admission to traffic and placing on the market of vehicles, equipment and parts	Vehicle registration
		Single unit manufactured, modified, completed or retrofitted vehicle national approval
		National Type Approval of new vehicles manufactured or imported in Moldova
		UN Type Approval of new vehicles, components, equipment and parts manufactured in Moldova or abroad
2	Technical inspection of vehicles	Periodical technical inspection
		Roadside technical inspection
3	Fleet Management (safe operations)	Installation and inspection of tachographs and speed limiter devices
		Buses classification with regard to comfort criteria
4	Vehicles for transport of dangerous goods	Approval and inspection of ADR vehicles



Safer vehicles regulatory framework analysis



- Four activities amongst the assessed nine were used for case studies by defining all the processes, steps and involved stakeholders;
- An example for the activity related to approval and registration of completed, modified or retrofitted vehicles.



Level of harmonization with UN legal framework



Domain	Activity	Level of harmonization with the international legal framework	
		Administrative provisions	Technical provisions
Admission to traffic and placing on the market of vehicles, equipment and parts	Vehicle registration	Medium	Low
	Single unit manufactured, modified, completed or retrofitted vehicle national approval	Medium	Low
	National Type Approval of new vehicles manufactured or imported in Moldova	Low	Low
	UN Type Approval of new vehicles, components, equipment and parts manufactured in Moldova or abroad	Low	Low
Technical inspection of vehicles	Periodical technical inspection	Medium	Low
	Roadside technical inspection	Medium	Low
Fleet Management (safe operations)	Installation and inspection of tachographs and speed limiter devices	Medium	Medium
	Buses classification with regard to comfort criteria	Medium	Low
Vehicles for transport of dangerous goods	Approval and inspection of ADR vehicles	Medium	Medium





Legislation for Safe Vehicles



- Amend the existing legislation and adopt a legislation framework at primary and secondary levels in order to clearly define by separate laws the administrative and technical conditions for safer vehicles.
 - *The existing legislation must be reorganized in order to treat clearly and separately the safe vehicle fields:*
 - *vehicles approval in order to be admitted to the traffic;*
 - *vehicles registration;*
 - *components, equipment and parts approval in order to be placed on the market;*
 - *market surveillance of vehicles, components, equipment and parts;*
 - *periodical technical inspection and technical roadside inspections.*
 - *Implement a national system for vehicle approval with technical requirements having multiple layers of stringency depending on the vehicle situation and approval procedure: new or used vehicles, type approval, or individual approval. The approval procedure must be performed prior to registration and has as a result a unique document used to demonstrate the vehicle conformity for vehicle registration and for periodical technical inspections.*

- Fully transpose in the national legislation prescriptions of the UN regulatory framework (UN 1958 Agreement, UN 1997 Agreement, ADR Agreement, AETR Agreement) and the EU Regulatory framework (EU Regulations 2018/858, 168/2013, 167/2013, 165/2014 and EU Directives 2014/45, 2014/47).
 - *The levels of technical requirements applied for national vehicle approval, periodical technical inspection, roadside inspections, inspection and verification of the tachographs and speed limiter devices must have as reference the UN and EU Regulations.*





Legislation for Safe Vehicles



- Designate the national authorities for vehicle approval and market surveillance. Establish the funding sources for its operationalization.
 - *A single competent authority responsible for vehicle and components type or individual approvals at national level. The approval authority will manage the approval administrative processes, including the issuing of technical vehicle documents and is responsible for the compliance of the national vehicle fleet with the required safety and emission regulations.*

- Define the administrative and capability conditions for designate the Technical Services conducting the inspections and tests related to the conformity of the vehicles.
 - *Establish a higher level of technical competence and create a legal system for the designation of technical services by assessing their capability using quality management standards (personnel, facilities and knowledge) as ISO 17025 and ISO 17020. The appropriate rules are to be related to Schedule No. 2 of the 1958 Agreement.*

- Introduce effective penalties scheme for noncompliance with the vehicle requirements.
 - *In the vehicle market surveillance legislation, a set of penalties (fines) must be established for vehicles, components, and parts non-compliant placed on the national market.*





Enforcement for Safe vehicles



- National vehicle approval and market surveillance authorities must be sustainably budgeted to maintain their capacity and functionality;
- Interconnect and synchronize the tasks of the vehicle registration authority, the vehicle approval authority, the technical inspection stations and the market surveillance authority:
 - *Establish a unique national document which attests the approval of the vehicles, contains the technical data and the levels of technical requirements that the vehicles comply with. This document must be issued for all vehicles and in all cases before the first permanent registration by the national approval authority. The document must be changed or replaced whenever the technical characteristics were changed during the vehicle lifetime and must be part of the required documents for the permanent registration.*
- The authorization of the vehicle inspection stations and of the repair workshops must to be based on initial and supervising on-site audits;
- Adapt the periodical inspection frequency according to vehicle age and establish an owner information system regarding the expiring date of the certificate:
 - *Reconsider the frequency of the periodical technical inspections according to a risk assessment process in correlation with the age of the vehicle and the impact on the road safety (number and categories).*





Education for Safe Vehicles



- The training programs for auditors and inspectors from designated authorities, technical services and inspection stations must be permanently updated and improved:
 - *The training programs of the inspectors, assessors and testing specialists need to be permanently updated according to the vehicle technologies development and with the information gathered from the manufacturers and from the authorities in charge with the deployment of safer vehicles activities. As a specific example, the professional training stations for inspectors and managers from the inspection stations use programs developed by the Ministry of Education and Research. It should be considered that the staff of the National Road Transport Agency, which is involved in the evaluation and authorization of these inspection stations, should also participate in the development of the training curricula.*

- Organize and conduct public campaigns presenting the benefits of using safer vehicles.
 - *The advantages of using safer vehicles that have:*
 - *periodic technical inspection carried out on time;*
 - *maintenance and repair works performed in authorized workshops, according to the manufacturer's documentation, and with approved/certified components and parts;*
 - *safety recall campaigns carried out whenever the manufacturer requests it;*
 - *advanced driving assistance systems installed on board (automated braking, lane keeping assistance, driver drowsiness, intelligent speed assistance);**must to be brought to the attention of vehicle users by develop engaging and informative multimedia campaigns, including videos and social media posts.*





Technology for Safe Vehicles



- Develop IT portals and specific applications that help vehicle users to receive information about the technical inspection validity, odometer and other vehicle safety history data.
 - *development of IT portals and applications designed to remind vehicle users about the technical inspection expiring date including the history of odometer indications.*

- Support the use of complementary methods for the assessment of roadworthiness during the technical inspection using the electronic interfaces installed on vehicles (OBD II).
 - *confirmation of the inspection results using the OBD II interfaces is already implemented in the UN roadworthiness Rules annexed to the 1997 Agreement and the EU Directive 2014/45.*

- Support the registration of new vehicles which comply with the latest safety regulations and have installed ADAS technologies (Advanced Driving Assistance Systems).
 - *support programmes for renewing the national fleet that includes incentives for vehicles equipped with Advanced Driving Assistance Systems*



Thank you



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