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1997 Agreement (Periodical Technical Inspections)

Proposal for a Terms of Reference of the Informal Working Group on Periodical Technical Inspections (IWG on PTI)

Submitted by the experts from Finland*

The text reproduced below was prepared by the experts from Finland on the basis of informal documents WP.29-193-07 and WP.29-193-09 presented to the World Forum for Harmonization of Vehicle Regulations (WP.29) at its 193rd session.

* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Terms of Reference of the Informal Working Group on Periodical Technical Inspections (IWG on PTI)

A. Preamble

At its 184th session, the World Forum endorsed the draft terms of reference for the IWG on PTI. The mandate of the group was granted for a period of three years, subject to renewal. The Co-Chairs request the WP.29 for extension of the mandate of the IWG on PTI until June 2027 and deliver revised Terms of Reference.

The activities referred to in this document are intrinsically linked to the 1958, 1998 and 1997 Agreements evolution to provide guidance for IWG on PTI to coordinate its activities on the different stages of the legal life of vehicles, equipment and parts.

B. Draft Terms of Reference of the Informal Working Group on Periodical Technical Inspections

1. Introduction

1. The WP.29 conducts the coordination of technical provisions and/or guidance and/or resolutions for whole-life compliance of the vehicles within the context of the 1958 and 1998 Geneva Agreements and the 1997 Vienna Agreement. The IWG on PTI and GRs under extensive cross coordination between them launched and undertaken the work on regulatory activities for the issue.

2. Working items

(a) Whole-life compliance

2. ECE/TRANS/WP.29/2023/89 contains the strategic vision for the activities of WP.29, GRs and the IWG on PTI with extensive cross coordination between them with respect to robust and impartial verification of whole-life compliance of the automotive products. This framework document directs the IWG on PTI to use the principles, issues, topics, and deliverables from that document as guidance to inform further discussions, activities and outcomes.

(b) Measures to detect tampering: methods and supervision

3. The ways to identify tampering of safety and environment related components and systems have to be considered in accordance with principles outlined in the framework document ECE/TRANS/WP.29/2023/89.

(c) Advanced Driver Assistance Systems (ADAS) and Automated Driving Systems (ADS)

4. Regulatory activities for ADAS and ADS is directed according to the principles outlined in the framework document ECE/TRANS/WP.29/2019/34/Rev.2 However, it is still unclear to what extent special provisions might be required for Periodical Technical Inspections of driverless vehicles.

5. The IWG on PTI shall work according to the principles outlined in the framework documents ECE/TRANS/WP.29/2019/34/Rev.2 and ECE/TRANS/WP.29/2023/89 and draft regulatory text on

- (a) provisions for testing ADAS/ADS at Periodic Technical Inspection (PTI),

- (b) specific information needed for testing electronic controlled safety and environmental relevant vehicle systems.

6. The IWG on PTI shall work out the strategic vision of Periodical Technical Inspections of driverless vehicles.

(d) Consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles against the rules in the framework of the 1997 Vienna Agreement

7. Requirements for periodical technical inspection are prescribed by UN legal acts, including the 1968 Vienna Convention on road traffic, the 1997 Vienna Agreement and the UN Consolidated Resolution R.E.1. Where necessary and possible, the rules for periodical technical inspections among the various Agreements, Conventions and Resolutions should be harmonised to allow improved safety and sustainability of road transport and limit legislative obstacles for technological developments.

(e) Guidance for PTI

8. Periodic technical inspections of in-service vehicles are part of the wider regime of whole-life compliance to ensure that vehicles are kept in a safe and environmentally acceptable condition during their use.

9. The IWG on PTI shall work according to the principles outlined in the framework documents ECE/TRANS/WP.29/2019/34/Rev.2 and ECE/TRANS/WP.29/2023/89 and draft regulatory text on the development of the electronic periodic technical inspection.

10. This includes readouts of the software version and integrity information (e.g. check sum), measured values, error codes and the control of actuators/routines, access to the vehicle interface. Once completed, the regulatory text should be referenced in the UN Regulations and Global Technical Regulations.

(f) Guidance for road-side technical inspections and enforcement

11. A range of measures is required that encourage whole life compliance including the use of targeted enforcement, incentives, disincentives, user education and training. Roadside inspection is a form of vehicle assessment that makes considerable contribution towards ensuring in service compliance.

(g) Others

- Provision of guidance regarding PTI when requested to WP.29 by GRs, or where deemed necessary by the IWG on PTI;
- Exchange of views and information from each Contracting Party and members of the IWG on PTI about the most advanced technology, equipment and methods, including, such as research results including field tests, information on the national legal system and measures, events, conventions, etc.;
- Exchange of views and information on PTI will also be taken forward. This latter activity might be concurrent with above discussion on PTI;
- Necessary discussion will be made at appropriate terms;
- Consider further items to be treated by the IWG or the WP.29.

3. Timeline

12. The IWG on PTI outlines its plan (including working items to be covered, any steps, deliverables and expected timelines) to be approved by the WP.29.

13. The activities referred to in this document are intrinsically linked to the 1958, 1998 and 1997 Agreements evolution. The mandate of the group is granted for a period of three years, subject to renewal.

4. Rules of procedure

14. The following rules of procedure describe the functioning principles of the IWG:
- (a) Following the Rules of Procedure of WP.29. Chapter 1, Rule 1, the IWG is open to all experts from any country or organization of WP.29 and its subsidiary bodies.
 - (b) A Chair (Finland) will manage the IWG with the support of a Secretary (CITA).
 - (c) The working language of the IWG will be English.
 - (d) An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
 - (e) All documents and/or proposals shall be submitted to the secretary of the IWG in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings.
 - (f) All documents shall be distributed in digital format. The specific PTI section on the UNECE website shall be used for this purpose.
 - (g) The IWG may refuse to discuss any item or proposal which has not been circulated 5 working days in advance of the scheduled meetings.
 - (h) Meetings of the IWG shall be held in relation with WP.29 and its subsidiary groups sessions schedule. Additional meetings will be organized upon request.
 - (i) The work process will be developed by consensus. When consensus cannot be reached, the Chair of the IWG shall present the different points of view of the IWG to WP.29. The Chair may seek guidance from WP.29 as appropriate.
 - (j) The progress of the IWG will be routinely reported to WP.29 orally or with an informal document by the Chair.
 - (k) Draft meeting minutes will be available after each meeting, and presented for approval at the following one.

II. Justification

15. Finland supports the proposed Terms of Reference of IWG on PTI according the informal document WP.29-193-07 with the exception of paragraph 14. (b) concerning the chairing of IWG on PTI.
16. With Russian Federation's war of aggression against Ukraine, it is unfortunately not possible for Finland to support the extension of mandate and the Terms or Reference of IWG on PTI with Russian Federation as the Co-Chair. However, Finland considers that the extension of mandate is important and for this reason offers to chair the group without a Co-Chair. Our candidate is Mr. Teemu Toivanen from Finnish Transport and Communications Agency Traficom.
17. This proposal includes the text of informal document WP.29-193-07 with the alternative text in paragraph 14. (b) from the informal document WP.29-193-09. For this reason, the term "Co-Chairs" is changed to "Chair" in paragraphs 14. (i) and 14. (j). In addition, two editorial corrections are made: acronym "WLC" is changed to "whole-life compliance" in paragraph 8 and term "Global Regulations" is changed to "Global Technical Regulations" in paragraph 10.
18. Finland still invites Contracting Parties to consider nomination of a candidate as a Co-Chair or Vice-Chair.
19. Finland asks the UNECE secretariat to organize a vote on this proposal in the 194th session of the WP.29.
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