



Georgia Road Safety Performance Review Capacity Building Workshop 26-27 April 2017 Kachreti

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Kachreti, April 2017



United Nations road safety legal instruments

Vehicle Agreements periodic technical inspection

Walter Nissler
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Content

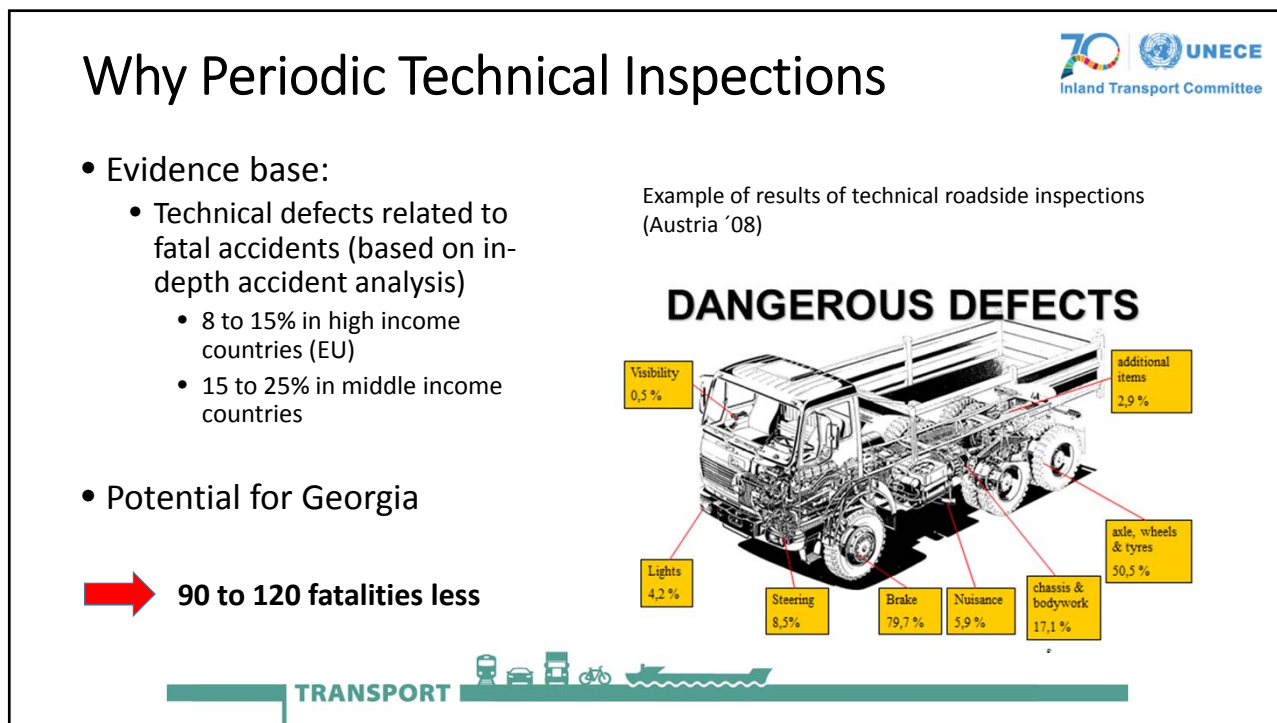
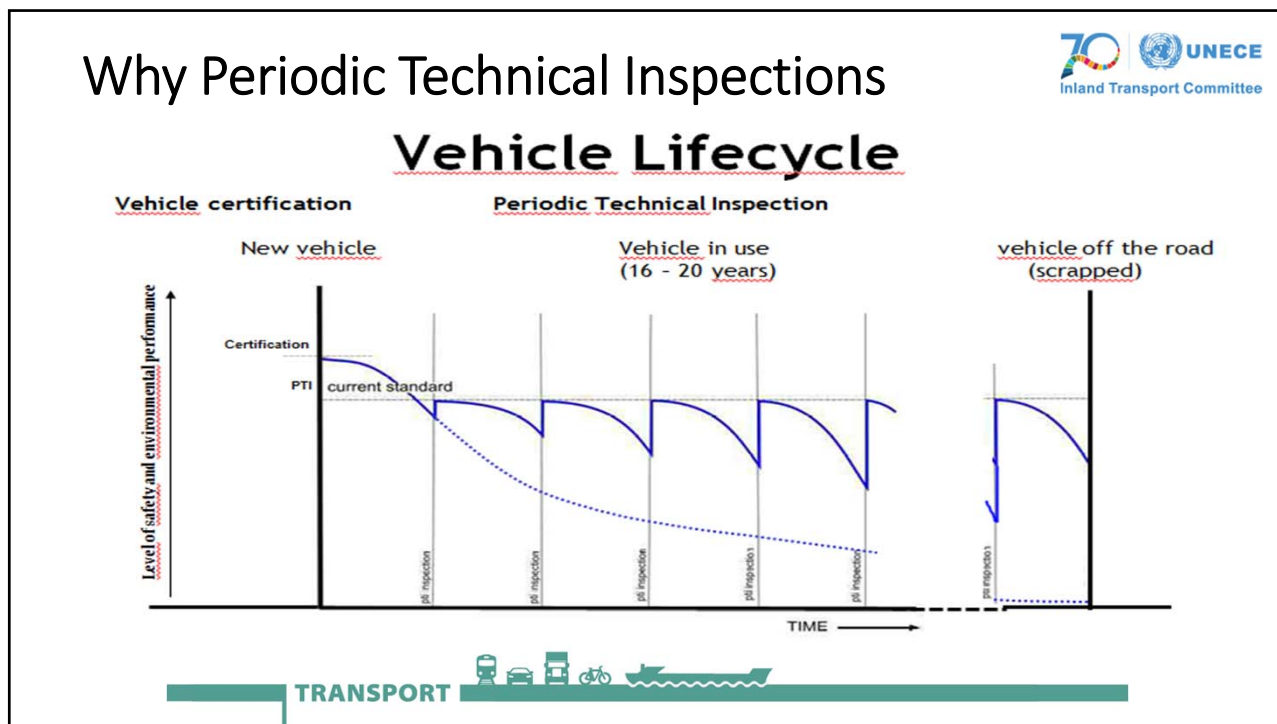
- I. Why Periodic Technical Inspection
- II. Periodic Technical Inspections(PTI): the 1997 Agreement
 - a) The 1997 Agreement and proposed amendments
 - b) Rule 1 and Rule 2
 - c) Resolution R.E.6
- III. Technical Roadside Inspections / vehicle import



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- I. *Why Periodic Technical Inspection*
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Why Periodic Technical Inspections



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

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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. specimen)
- 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 – Rules Nos. 1 and 2



- Rule 1 focuses on environmental issues
 - Pollutant emissions, noise and leakages
- Rule 2 focuses 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



1997 Agreement – Rules Nos. 1 and 2



- Proposed amendments to the agreement
 - 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	Four years after the first entry into service of the first registration and every two years thereafter
Goods vehicles: N₁	
Passenger-carrying motor vehicles: M ₁ used as taxi or ambulances, M ₂ and M ₃	One year after the first entry into service of the first registration and annually thereafter-
Goods vehicles: N ₂ and N ₃	
Trailers: O₃ and O₄	



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:
- "Minor deficiencies" having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;
 - "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;
 - "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.

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1997 Agreement – Rule 1 & Rule 2

		Minor	Major	Dangerous
2.1.2. Steering gear casing attachment	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.	(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
2.1.3. Steering linkage condition	With the vehicle over a pit or on a hoist and with the road wheel on the ground, rock steering wheel clockwise and anti-clockwise or using a specially adapted wheel play detector. Visual inspection of steering components for wear, fractures and security.	(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 ⁽¹⁾ .	X	

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1997 Agreement – Resolution R.E.6



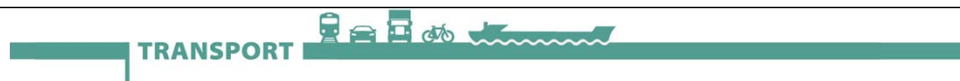
- Establishes minimum requirements for a PTI regime and details specific administrative and technical provisions for PTI
- Minimum requirements for technical inspection facilities and test equipment
 - Test lane with pit or lift
 - Equipment for brake testing; wheel play detector; sound meter; emission 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



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III. Technical Roadside Inspections / vehicle import



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)



Vehicle import



- **New vehicle**
- **Approved type**
 - National TA document
 - Vehicle registration
- **Not approved type**
 - Individual approval
 - Documentation
 - Testing
 - National IA document
 - Vehicle registration
- **Used vehicle**
- **Approved type**
 - Individual approval based on TA
 - National IA document
 - Periodic technical Inspection
 - Vehicle registration
- **Not approved type**
 - Individual approval based
 - Documentation
 - Testing
 - National IA document
 - Periodic technical Inspection
 - Vehicle registration

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Vehicle Registration



- **Main purpose**
 - Final permission to use in road traffic
 - Identification of vehicle by issuing a registration plate and a corresponding registration certificate
- **Preconditions for registration:**
 - Vehicle approval
 - Periodic technical inspection
 - Third party liability insurance
 - Payment of duties and fees

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THANK YOU
FOR YOUR ATTENTION

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SAFE, CLEAN, SECURE AND EFFICIENT
MOBILITY FOR PEOPLE AND FREIGHT

- Inclusive International Legal Architecture
- Effective Public Administration
- International Cooperation
- Innovative Financing
- New Technologies
- Social Responsibility

enablers

objectives

- Seamless B / C
- Facilitated international transport
- Reduced GHG emissions
- Reduced air / noise pollution
- Increased P.T. Mobility Choices
- Zero traffic fatalities and injuries
- Efficient transport services
- Enjoyable walking and cycling

The future
Inland Transport
WE WANT!

