

Report to WP.29 about results of the 6th meeting of Informal Group on Periodical Technical Inspections

The 6th IWG on PTI meeting was arranged with support of Rijksdienst voor het Wegverkeer (RDW) and held on 13-14 February 2017 in Amsterdam.

1. Provisions for conformity of periodical technical inspection process

The group reviewed proposal for amendments to the 1997 Agreement (document ECE/TRANS/WP.29/2017/49).

The term “roadworthiness” was approved to read:

“Roadworthiness is 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”

It was agreed that options covering the elements of testing equipment, of test centres within the framework of the 1997 Agreement should provide for the requested flexibility and harmonization. Following the approach the group decided that the requirements enclosed in square brackets in Appendix 3, para 1.2 are too restrictive and must be deleted.

These additional proposals for amendments to the 1997 Agreement the group decided to submit for the consideration of the WP.29.

Proposal for a Resolution on the administrative and technical provisions required for carrying out the technical inspections according to the technical prescriptions specified in UN Rules (document ECE/TRANS/WP.29/2017/50) was reviewed. The group has not introduced any additional modification in the document.

2. Completing draft amendments to Rule 1 and Rule 2

The group reviewed revised proposals for draft amendments for Revision 2 to Rule No. 1 on uniform provisions for Periodical Technical Inspections of wheeled vehicles with regard to the protection of the environment (document ECE/TRANS/WP.29/2017/87) and for draft amendments to Rule No. 2 on uniform provisions for periodical technical inspections of wheeled vehicles with regard their roadworthiness (document ECE/TRANS/WP.29/2017/88).

There were found minor editorial mistakes in the documents. The group decided to submit the proposals for correction of documents ECE/TRANS/WP.29/2017/87 and ECE/TRANS/WP.29/2017/88 for the consideration of the WP.29.

Regarding the scope of the Rules, some Contracting Parties continue to consider the possibility of extending the Rules to vehicles of lighter than 3.5 t. Romania and Serbia stated that they could

support keeping light vehicles in the scope. The United Kingdom and the Netherlands still have not define their final position.

Regarding the transitional provisions, the group considered different positions of the Contracting parties. The approved proposals make it possible to use latest revisions of the Rules from their entry into force in accordance with the 1997 Vienna agreement. The ITIC issued according to previous revisions of the Rules will be valid until the expiry date indicated therein. The corresponding document was agreed to be sent to the WP.29.

3. Development of new rules for vehicles and their parts and equipment incorporating new technologies

The group approved proposals for new draft Rule on uniform provisions for periodical technical inspections motor vehicles using compressed natural gas (CNG) and/or liquefied natural gas (LNG) in their propulsion system with regard their roadworthiness were developed by CITA on the base of minimum inspection requirements for vehicles powered with LPG and CNG developed by the Russian Federation and CITA (WP-165-06). It was agreed to send the new draft Rule for the consideration of the WP.29.

Draft Rule on uniform provisions for periodical technical inspections the electric power train of road vehicles will be considered during the next session.

4. Possible further steps and items to be treated by the group

The group discussed proposals for possible further steps and items to be treated by the group or WP.29. Further steps shall 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.

Among the possible further steps there were proposed:

- review all Regulations and develop draft amendments to them, supporting technical inspections;
- development guidance for roadside inspections, vehicle design modifications inspection, methods of inspection and supervision;
- consistency between the provisions of the 1968 Vienna Convention and the technical provisions for vehicles of Rules in the framework of the 1997 Agreement.

One of the most important items identified is the enhancement of the coordination between vehicle approval and technical inspection, in order to ensure benefits accruing from the Regulations, are retained, where justified, throughout the whole life of the vehicle in an efficient way.

To provide for a proper preparation of the proposals on development of the 1997 Vienna agreement provisions and alignment it with national legislations of the Contracting Parties and Regulations, it is deemed necessary to install a new subsidiary group in frame of WP.29 (GR) on PTI as its elements are not be covered by the work of the current existing in frame of WP.29 subsidiary GRs.

The group decided to continue discussion awaiting additional proposals and comments from the participants and WP.29.

5. Exchange of views and information on the national legal system for PTI

To provide for a proper preparation of the proposals on development of the 1997 Vienna agreement provisions and alignment it with national legislations of the Contracting Parties the group decided to study supervision systems for PTI established in different countries.

The Netherlands and the Great Britain presented their supervision systems. The group was interested in:

legislation for PTI;

requirements for testing centres and inspectors;

supervision testing centres and inspectors;

the role of authorities in the supervision of PTI regimes;

content of PTI;

surveillance of design modification;

supervision technologies.

The group thanked the Netherlands and the Great Britain for the information and decided to continue this activity.

6. Date and place of next meeting

Next meeting will be held in the Russian Federation. NIIAT volunteered to be host of the meeting. Exact date and place will be announced later.
