

## Report to WP.29 about results of the 15<sup>th</sup> meeting of the Informal Working Group on Periodical Technical Inspections

The 15<sup>th</sup> IWG on PTI meeting was arranged with support of Rijksdienst voor het Wegverkeer (RDW) and held on 10 September 2019 in Schiphol (the Netherlands).

### 1. In-Service compliance

#### Five Pillars of the Compliance

<b>Transport Sustainability</b>				
<b>Safety</b>				<b>Security</b>
<b>CoP</b>	<b>In-Service Conformity</b>	<b>Market Surveillance</b>	<b>PTI/Roadside Inspection</b>	
<b>Legislation</b>				
The 1958 Agreement		National Legislation	The 1997 Agreement	
<b>The legal acts shall be interconnected</b>				
<b>Supervision</b>				
Manufacturer	Manufacturer/Type Approval Authority	Contracting Parties	Contracting Parties	Manufacturer /Type Approval Authority
The Manufacturer's Facilities	Automatic remote permanent monitoring			
<b>Continuous Compliance</b>				

Fig.1

The group discussed general overview of in-service compliance assessment approach presented by the Russian Federation (Fig.1). According to the principles for in-service compliance enforcement, supported by WP.29, a shift towards sustainability of transport systems, where all aspects of vehicle use need to be considered, including safety, the environment, mobility, efficiency, productivity and personal security. The increased complexity of vehicles requires they need to be properly maintained throughout their life. To meet the above two principles the continuous compliance of vehicles through their whole life shall be provided. There are several procedures to

ensure continuous compliance of the vehicle: CoP and in-service conformity in frame of the 1958 Agreement, market surveillance, PTI/roadside inspections in frame of the 1997 Agreement. The data collected in the processes can be used by the Contracting parties for proper safety management. The mentioned international legal acts shall be interconnected and could be united in future. There are international legal acts arranged this way. One of them is Customs Union Regulation on the safety of wheeled vehicles. The approach was supported by the group.

The IWG on PTI considers the term “compliance” as the fulfilment of the appropriate requirements during each stage of the life of vehicles. The requirements can be prescribed in the Agreements supervised by WP.29.

It was proposed to take into consideration the concept of “Vehicle Integrity” and concerns related to continuous PTI, since that may create privacy issues. Moreover electronic diagnostics are not sufficient to ensure vehicle roadworthiness. The continuous PTI requires information managed in a neutral way.

The group continues development of the general framework of in-service compliance assessment the vehicles and their components. The nearest task is development of the definition for in-service conformity, in-service compliance, vehicle normal in-service conditions and vehicle normal useful life period.

## **2. Measures to detect tampering: methods and supervision**

The group follows progress in development of a method for measuring NOx in frame of PTI.

## **3. Innovative technologies**

FSD and CITA made the presentation of the EU project assessing the introduction of eCall within PTI . It was decided to take into consideration the results of the project to update draft Rule on uniform provisions for periodical technical inspections of accident emergency call systems.

The group asks guidance of WP.29 for coordination the work with the GRSG.

## **4. Guidance for road-side technical inspections and enforcement**

The proposal for the amendment to Resolution R.E.6, introducing recommendations for technical roadside inspections, had been submitted to the WP.29 (document WP.29-178-14). The WP.29 Working Parties had been invited to include the document on their agendas and provide comments according to their areas of expertise, which would be included in the final version for submission to AC.4. The group will follow the remarks received from the GRs.

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## **5. Inspection of two- and three-wheelers and light trailers**

The CITA made the presentation about the EU study on the inclusion of 2- and 3-wheelers and light trailers in PTI, which shows a strong case thanks to the comparison of fatality parameters in Spain before and after the introduction of PTI of mopeds (<https://publications.europa.eu/en/publication-detail/-/publication/366a32b6-34c2-11e9-8d04-01aa75ed71a1>). The UK has also undertaken a similar study with light trailers but with different conclusions.

## **6. Other Business**

The representative of the Netherlands invited to join the New PTI group which had developed the procedure to measure PN during PTI and now starts to work on NOx.

## **7. Next meeting**

The next meeting is scheduled to be held in frame of the 179-th session of WP.29 in Geneva.

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