

Terms of Reference of the informal working group on Periodical Technical Inspections (IWG on PTI)

I. Introduction

1. Provisions of the 1968 Vienna convention on road traffic require to maintain roadworthiness of the vehicles, participating in the international traffic.

Requirements for the vehicles in service and to their periodical technical inspection are established by the 1968 Vienna convention on road traffic, the 1997 Vienna agreement, the UNECE Consolidated Resolution R.E.1, and the Directive of the European Commission 2014/45/EU.

2. The 1997 Vienna agreement concerning periodical technical inspections (PTI) of wheeled vehicles entered into force on 27 January 2001 following the sixth country becoming a Contracting Party. Up to now, 12 countries are contracting parties to the agreement (Russian Federation, Estonia, Netherlands, Romania, Hungary, Finland, Bulgaria, Belarus, Albania, Ukraine, Moldova and Kazakhstan) where six of them are members of the European Union. Since this date, the agreement has been amended twice and Rule 1, devoted to environmental aspects of PTI and Rule 2, covering safety related aspects, have been introduced. To meet technical progress, the rules, annexed to the agreement, shall subject to a continuous process of being amended.

3. The 1997 Vienna agreement solves some important problems:

- safety of the international automobile carriages;
- elimination of barriers for implementation of the international automobile carriages;
- ensuring compliance of the characteristics, confirmed at the type approval stage, during an operational phase till utilization;
- submission of the international standards incorporating the best practices in the sphere of traffic safety.

4. During the past decade, several attempts have been made to increase the number of participating countries with focus on the ECE area, while the 1997 Vienna agreement is open for accession by all member Countries of the United Nations. However progress is slow as the majority of UNECE countries are also members of the European Union where they have to fully comply with European legislation.

5. The majority of the Contracting Parties of the 1968 Vienna convention actively use the certificates, confirming compliance of the vehicle to requirements of roadworthiness, accepted within the European Conference of Ministers of Transport (ECMT) in development of the 1953 Protocol of the European conference of Ministers of Transport. ECMT, which members are all states of the European Union today, requires that onboard the vehicle there was a certificate, confirming its compliance to the roadworthiness requirements. ECMT prescribes the certificate form, an order for its filling and issue and conditions for mutual recognition.

Besides the international automobile carriages of passengers and freights are often carried out according to bilateral agreements between the countries in which requirements to technical condition of vehicles usually don't make a reservation.

6. Thus, there is a situation when possibilities of the 1997 Vienna agreement concluded under the auspices of the UN are used insufficiently and alternative ways for regulation of technical condition of vehicles are actively used.

7. Meanwhile there are no obstacles for accession of the majority of the countries to the 1997 Vienna agreement since equivalence of its requirements and procedures to national requirements of the countries and other international requirements is recognized the majority of the countries.

8. Type approval of vehicles and periodical technical inspection of their roadworthiness ensure the safety of vehicles at different stages of their life cycle. Thus the inspection of the technical conditions is a necessary procedure to ensure persistence of the characteristics, confirmed during the type approval of the vehicle, without excessive degradation during the whole service life. The regulations for type approval, developed in the framework of the 1958 Geneva agreement, are harmonized, and certification in most European countries is carried out according uniform methodology, and the results are mutually recognized.

9. The type approval regulations, developed in the framework of the 1958 Geneva agreement, must provide procedures for the technical inspection and contain the required data for that. This requirement has already been implementing. The approved Regulations No.130 and 131 include such provisions (paragraphs 5.6 and 5.5 of these regulations accordingly).

10. From other side the provisions of technical inspection should be developed in accordance with the requirements and methods used for the type approval. It is logical to assume that the requirements and methods of the inspection should be harmonized and its results shall be mutually recognized.

It allows to assume, that Contracting parties to the 1958 Geneva agreement could be Contracting parties to the 1997 Vienna agreement.

11. 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, it is deemed necessary to install an informal working group (IWG) on PTI as its elements might not be covered by the work of the current existing in frame of WP.29 subsidiary GRs. Furthermore such an IWG would allow PTI experts to participate, as usually they are not well represented, in any of the groups, dealing with type-approval issues. In addition, IWG provides a platform for discussions on PTI, which should result in a consensus on possible amendments to existing rules and on the envisaged new rules would smooth the decision making process within WP.29 and AC.4.

II. Working items to be covered

12. Provisions for conformity of periodical technical inspection process

The Administrating Authority of a Contracting Party must verify – before granting accreditation for Technical Inspection Centre - the existence of satisfactory arrangements and procedures for ensuring effective control so that vehicles, equipment or parts when inspected conform to the Rules, annexed to the 1997 Vienna agreement.

This will have an effect on the efficiency and confidence for the mutual recognition of the certificates, alignment of the national legislations of the Contracting Parties, introducing provisions for conformity of periodical technical inspection process into the text of the 1997 Vienna agreement, namely

- requirements for the equipment to be used for PTI,
- requirements for the skills and training of staff performing PTI,
- requirements for supervision and quality control of PTI centers,
- requirements for the inspection methods,
- electronic form of the PTI certificate.

Roadworthiness tests undertaken in accordance with the recommended methods specified in the Rules shall be carried out by using appropriate facilities and equipment. IWG shall develop harmonized minimum requirements to them.

Before authorising an applicant for a position as inspector to carry out periodic roadworthiness tests, competent authorities shall verify that that person has certified knowledge and an appropriate initial and refresher training. IWG shall develop harmonized minimum requirements to the elements.

Conformity of periodical technical inspection process shall include provisions ensuring supervision, verification, auditing and monitoring of testing centers activity. IWG shall develop minimum requirements to the elements.

13. Completing draft amendments to Rule 1 and Rule 2

The World Forum resumes consideration of the proposals for amendment of UN Rule No. 1 (document ECE/TRANS/WP.29/2013/132/Rev.1) and UN Rule No. 2 (document ECE/TRANS/WP.29/2013/133/Rev.2) for their possible adoption by AC.4 by voting. WP.29 may wish to consider updated proposals to fully align both UN Rules with the corresponding national standards.

14. Development of new rules for vehicles and their parts and equipment incorporating new technologies into the construction

Electric and hybrid-electric vehicles as well as CNG/LPG vehicles are becoming more and more used on the roads. The technologies used arise some additional aspect that have to be considered when assessing their roadworthiness. IWG shall work out draft Rules devoted to the vehicles.

15. Development of the interlink between the 1958 Geneva Agreement and the 1998 Geneva Agreement and the 1997 Vienna Agreement and work out draft proposals to amend UN Regulations with inclusion provisions for PTI

The type approval regulations, developed in the framework of the 1958 Geneva agreement and the 1998 Geneva Agreement, must provide procedures for the technical inspection and contain the required data for that. This requirement has already been implementing. IWG shall analyze the existing Regulations as well as new draft Regulations and work out draft amendments to them, where it is necessary, to provide persistence of the characteristics, confirmed during the type approval of the vehicle, without excessive degradation during the whole service life.

16. Development of the proposals for alignment the 1968 Vienna Convention and the 1997 Vienna Agreement

Requirements for the vehicles in service and to their periodical technical inspection are established by the 1968 Vienna convention on road traffic and supplementing it the 1977 European Agreement, the 1997 Vienna agreement, the UNECE Consolidated Resolution R.E.1. These requirements are constantly updated with introduction of new technologies in a design of vehicles. Coordination of this work, for the purpose of providing contracting parties with the harmonized requirements and methods considering the best practices, and elimination of administrative and technical barriers when performing the international automobile carriages is necessary. IWG has to analyse the existing documents and submit recommendations for their coordinated development.

17. Others

- (i) Consideration of guidance regarding PTI when requested to WP29 by GRs
- (ii) Exchange of views and information from each Contracting Party 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.
- (iii) Exchange of views and information on PTI will also be taken forward. This latter activity might be concurrent with above discussion on PTI.
- (iv) Necessary discussion will be made at appropriate terms.

III. Timeline

(a) Approval process

June 2015	Submission of draft TOR of IWG-PTI to WP29 for approval
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(b) Provisions for conformity of periodical technical inspection

process

November 2015	Submission of preliminary draft
November 2016	Submission of final draft and recommendation

(c) Completing draft amendments to Rule 1 and Rule 2

November 2015	Submission of the corrected draft Rule 1
March 2016	Submission of the corrected draft Rule 2

(d) Development of new rules for vehicles and their parts and equipment

March 2016 Submission of preliminary draft on hybrid electric vehicles
 June 2016 Submission of preliminary draft on LPG/CNG vehicles
 November 2016 Submission of draft document on hybrid electric vehicles
 March 2017 Submission of draft document on LPG/CNG vehicles

(e) Development of the interlink between the 1958 Geneva Agreement and the 1998 Geneva Agreement and the 1997 Vienna Agreement and work out draft proposals to amend UN Regulations with inclusion provisions for PTI.

March 2016 Submission of outline
 2016 - 2017 Submission of draft amendments to the UN Regulations

(f) Development of the proposals for alignment the 1968 Vienna Convention and the 1997 Vienna Agreement

November 2016 Submission of outline to WP.29
 March 2017 Submission of outline to WP.1
 June 2018 Submission of outline agreed with WP.1 and WP.29

(g) Other

Necessary discussion will be made at appropriate times.

IV. Rules of procedure

The following rules of procedure describe the functioning principles of the informal working group.

- (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) Two Co-Chairs (Netherland and the Russian Federation) and a Secretary (CITA) will manage the IWG.
- (c) The working language of the IWG will be English.
- (d) All documents and/or proposals shall be submitted to the secretary of the group in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings. The group may refuse to discuss any item or proposal which has not been circulated 5 working days in advance of the scheduled meetings.
- (e) The IWG shall meet regularly in conjunction with the WP.29 sessions, presuming the availability of meeting rooms. Additional meetings will be organized upon demand.
- (f) An agenda and related documents will be circulated to all members of the informal working group in advance of all scheduled meetings.

- (g) The work process will be developed by consensus. When consensus cannot be reached, the Co-Chairs of the informal group shall present the different points of view to WP.29. The Co-Chairs may seek guidance from WP.29 as appropriate.
- (h) The progress of the informal group will be routinely reported to WP.29 orally or with an informal document by the Co-Chairs.
- (i) All documents shall be distributed in digital format. The specific PTI/AD section on the UNECE website shall be used for this purpose.