

TRAFICOM visit to TESTEK
22nd to 23rd January 2019



Vehicle Technical Inspections and Supervision in the Slovak Republic

Marián Rybianský

TESTEK was founded in 2004 due to a change in the Slovak national laws. A new law toughened the criteria of independence that the central organization in the national system of technical vehicle inspections has to fulfil.

Therefore, a part of specialists on this field, founded TESTEK, that finally, in 2005, had won the tender called for by the Ministry of Transport. TESTEK started its activities as the "technical service for technical vehicle inspections" in December 2005.

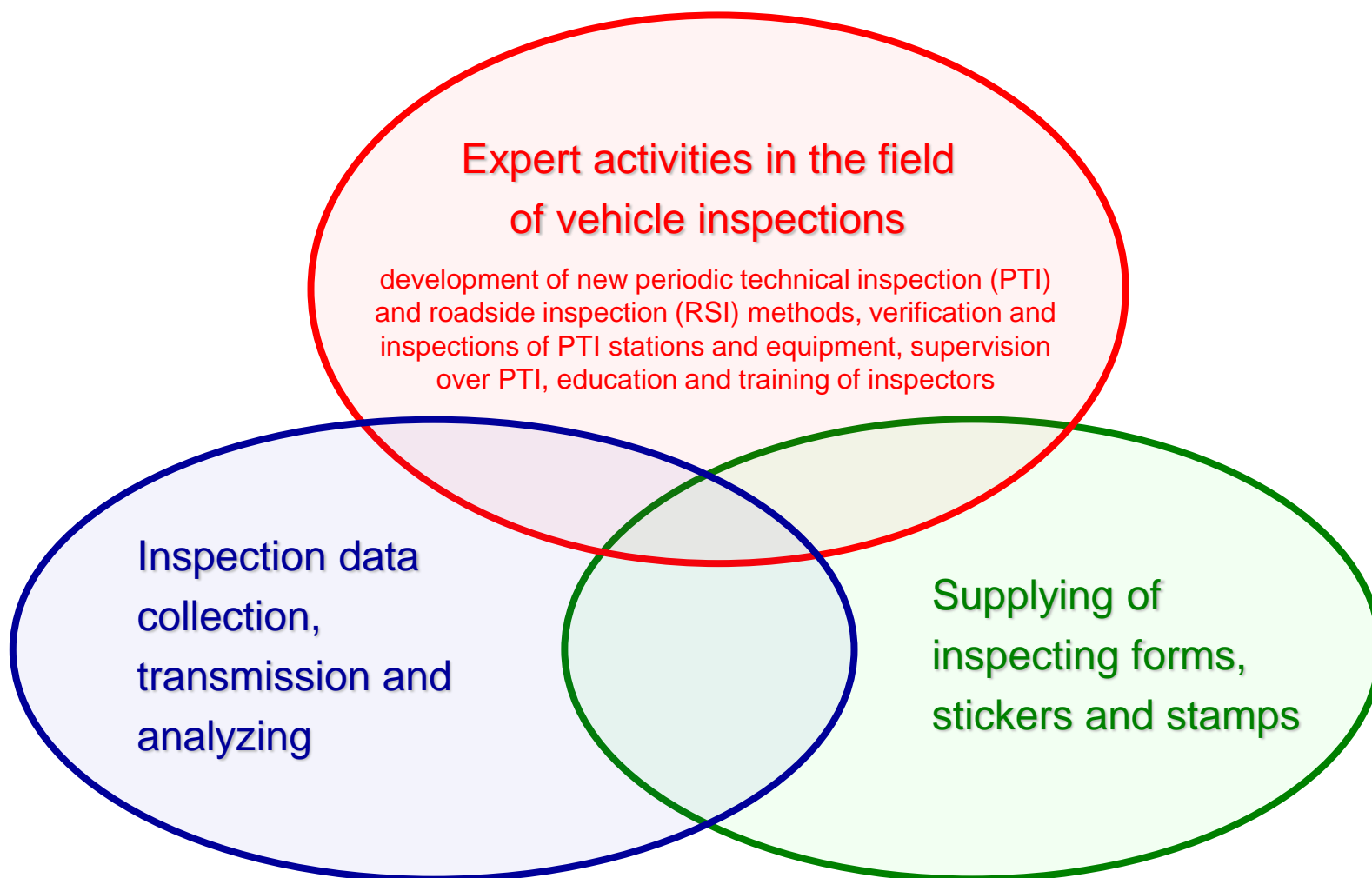
In 2014 TESTEK transformed from limited liability to joint-stock company and a new sister company TESTEK servis was founded in order to complement and extend TESTEK's activities.

***TESTEK** is accredited as types A and C Inspection Body according to the ISO/IEC 17020:2012 standard.*

*As one of the first subjects in Slovakia, in 2018 **TESTEK** has been certified according to the Anti-bribery Management Systems standard ISO 37001:2016.*

***TESTEK** is member of the International Motor Vehicle Inspection Committee (CITA) and the Confederation of Organisations in Road Transport Enforcement (CORTE).*

3 domains of technical service for technical vehicle inspections



First attempt to introduce obligatory technical vehicle inspections in former Czechoslovakia in 1935

Ročník 1935.

225

Sbírka zákonů a nařízení státu československého.

Částka 28.

Vydána dne 26. dubna 1935.

Obsah: (81.—85. 81. Zákon o jízdě motorovými vozidly. — 82. Zákon o ochraně a obraně proti leteckým útokům. — 83. Nařízení o bezpečnosti a o jejich součástech, jakož i o jejich ze zapalovadel. — 85. Nařízení 1931, č. 3 Sb. z. a n. z r. 1932,

§ 3.

(1) Motorová vozidla buďtež tak zařízena, aby bylo lze bezpečně a spolehlivě je ovládati, řídit a otáčeti, aby bylo vyloučeno pokud možno každé nebezpečí ohně nebo výbuchu, aby provozem jejich nebyla ohrožena bezpečnost života, zdraví a majetku, aby byly zamezeny přílišný lomoz a nadměrné obtěžování kouřem, unikající parou nebo plynem, aby bylo co nejvíce omezeno vypadávání žhavých částí paliva nebo zbytků, dále aby nebyla poškozována neobvyklou měrou jízdní dráha veřejných silnic a cest, aby vozidla ta neznemožňovala svými rozměry a provozem obecné užívání veřejných silnic a cest a neohrožovala dopravu a pořádek na nich. Platí-li pro ústrojí, z něhož vychází hybná síla, zvláštní předpisy, musí tato ústrojí vyhovovati také těmto zvláštním předpisům.

§ 7.

(1) Způsobitým k jízdě může býti uznáno jen takové motorové vozidlo, jež vyhovuje požadavkům uvedeným v § 3 a dalším podmínkám, jež mohou býti stanoveny vládním nařízením.

(2) Pro motorová vozidla, určená pro veřejnou dopravu osob, mohou býti vládním nařízením stanoveny další zvláštní podmínky, jichž vyžaduje veřejný zájem o bezpečnost života a zdraví dopravovaných osob. Týmž způsobem budou tato vozidla podrobena periodickým zkouškám, zda vyhovují předepsaným podmínkám a jsou řádně udržována, jakož i vydány předpisy o těchto zkouškách. Za provedení zkoušek platí se zkušební taxy; výši těchto tax až do nejvyšší částky 30 Kč, jakož i podrobnosti o jejich požadování a použití.

vozidla mají vyhovovati

Motor vehicles assigned for public transport shall undergo a periodic inspection, whether they fulfil requirements and are properly maintained...

Transposition of the EU's vehicle inspection Directives into national law **after 20th May 2018**

Legislation of the European Union



Directive
2014/47/EU

of the European Parliament and of the Council
on the technical roadside inspection of the
roadworthiness of commercial vehicles circulating in the
Union and repealing Directive 2000/30/EC

Directive
2014/46/EU

of the European Parliament and of the Council
amending Council Directive 1999/37/EC on the
registration documents for vehicles

Directive
2014/45/EU

of the European Parliament and of the Council
on periodic roadworthiness tests for motor vehicles and
their trailers and repealing Directive 2009/40/EC

Legislation of the Slovak Republic



Act No. 106/2018 Coll. on vehicle
operation in the road traffic

Random roadside inspections of
the roadworthiness performed by
the Police

Periodic technical inspections

Periodic emission checks

Inspected vehicle categories and periods

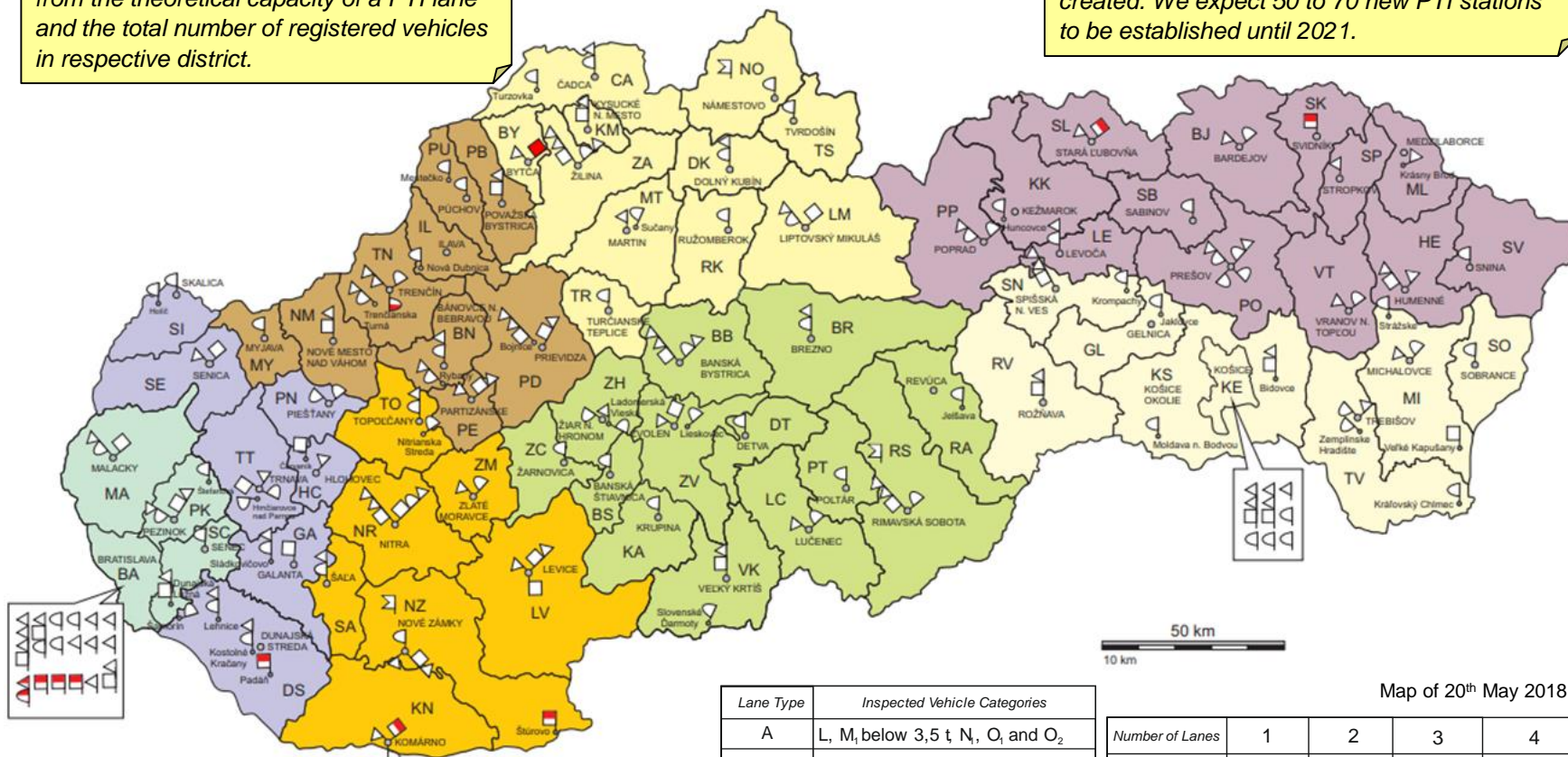
<i>Vehicle categories</i>	<i>Period</i>
O1, R1, L1e and L2e	no periodic inspection
L3eA1, L4eA1, L6e (<125 cm ³) O2 and R2	4 years after first registration and then every 4 years
L3eA2, L3eA3, L4eA2, L4eA3, L5e, L6e (≥125 cm ³), L7e, M1, N1, T, R3 and R4	4 years after first registration and then every second year
M2, N2, N3, O3 and O4	1 year after first registration and then every year
M3	1 year after first registration and then every year, after the 8 th year every 6 months
M, N and O used for paramedic rescue service or mining rescue service or gas work repair service with special warning lamps; ambulances	1 year after first registration and then every year
driving school vehicles and taxi	1 year after first registration and then every year

PTI stations in the Slovak Republic

PTI stations network is defined and regulated by the Slovak MoT. Free capacity for establishing of stations is calculated from the theoretical capacity of a PTI lane and the total number of registered vehicles in respective district.

Situation of 21st January 2019:
147 PTI stations

On 20th May 2018 the MoT changed the free capacity calculation formula. As a result, more free places for establishing PTI stations were created. We expect 50 to 70 new PTI stations to be established until 2021.



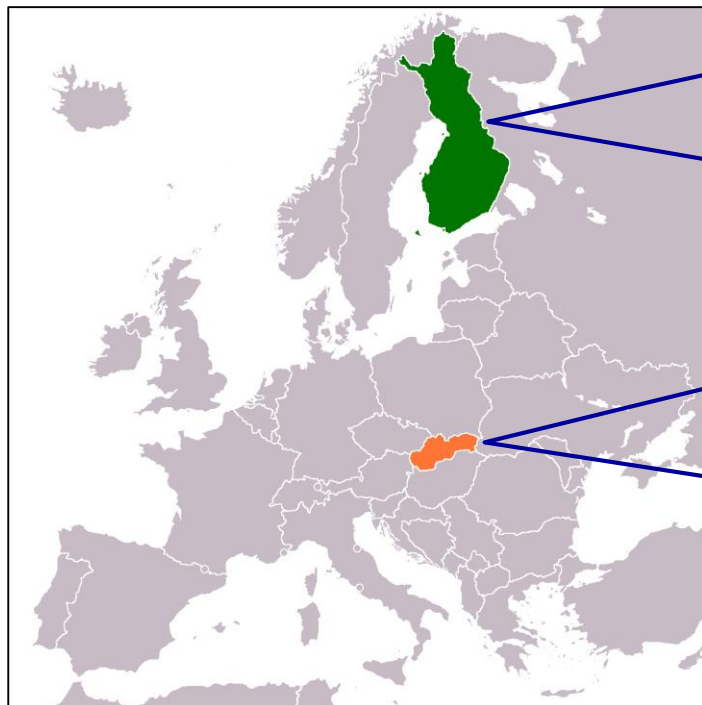
Lane Type A	Lane Type B	Lane Type C	Lane Type M	
◁	□	◁	◁	Existing PTI Stations
◁	◁	◁	◁	Allowed PTI Stations in Preparation
◁	◁	◁	—	Free Capacity for Establishing of PTI Stations

Lane Type	Inspected Vehicle Categories
A	L, M ₁ below 3,5 t, N ₁ , O ₁ and O ₂
B	M ₁ over 3,5 t, M ₂ , M ₃ , N ₂ , N ₃ , O ₃ , O ₄ , T, R, C, Ps and Ls
C	L, M, N, O, T, R, C, Ps and Ls
M	N ₃ , O ₄ , T, R, C, Ps and Ls (mobile PTI Station)

Map of 20th May 2018

Number of Lanes	1	2	3	4
Symbol (Code)	◁(A) □(B) ◁(C)	◁(AB) ◁(AC) ◁(AA)	◁(AAB) ◁(ABC)	◁(AAAB)

Slovakia vs. Finland



Area: 338.424 km²
Population: 5.520.535
GDP per capita: \$46.559

Produced vehicles per 1000 capita: 16,59
IIHF World Championship Gold Medals: 2



Area: 49.035 km²
Population: 5.445.087
GDP per capita: \$37.268

Produced vehicles per 1000 capita: 183,93
IIHF World Championship Gold Medals: 1

Vehicles (31st December 2018) and PTI stations (18th January 2019) in the Slovak Republic

<i>Passenger cars</i>	2.321.608
<i>Lorries and special vehicles</i>	348.344
<i>Buses</i>	9.066
<i>Trailers and semi-trailers</i>	295.227
<i>Motorcycles, trikes and quads</i>	152.049
<i>Tractors</i>	66.657
<i>Other (self moving machines, snowmobiles etc.)</i>	10.490
<i>Total number of registered vehicles</i>	3.203.441

<i>PTI stations for light vehicles</i>	26
<i>PTI stations for heavy vehicles</i>	4
<i>PTI stations for all vehicle categories</i>	117
<i>Total number of PTI stations</i>	147

PTI classification of vehicle defects

A

Minor Defect

Without influence on road safety or environment

B

Major Defect

With influence on road safety or environment, but no imminent danger

C

Dangerous Defect

With direct influence on road safety or environment, causes imminent danger; the using of vehicle on public roads must be prohibited

PTI results classification

No or only minor defects (A)

Vehicle is
roadworthy

One or more major defects (B)

Vehicle is
temporary roadworthy
(for 60 days)

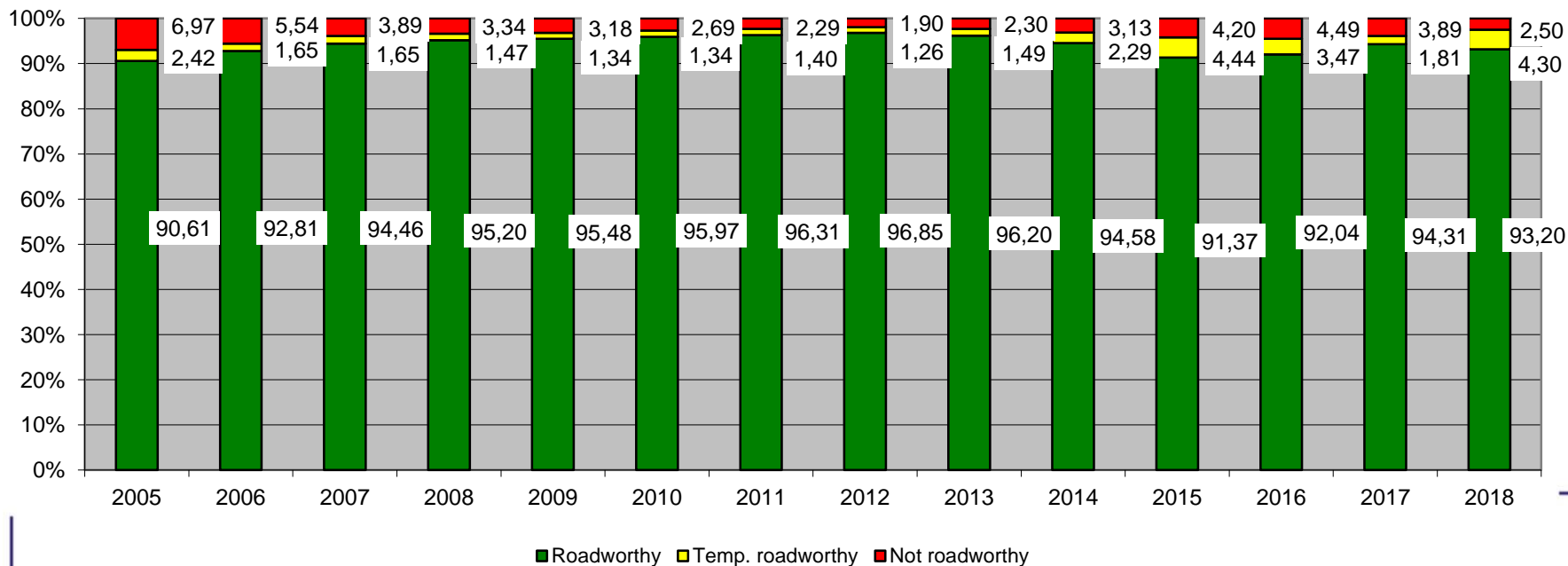
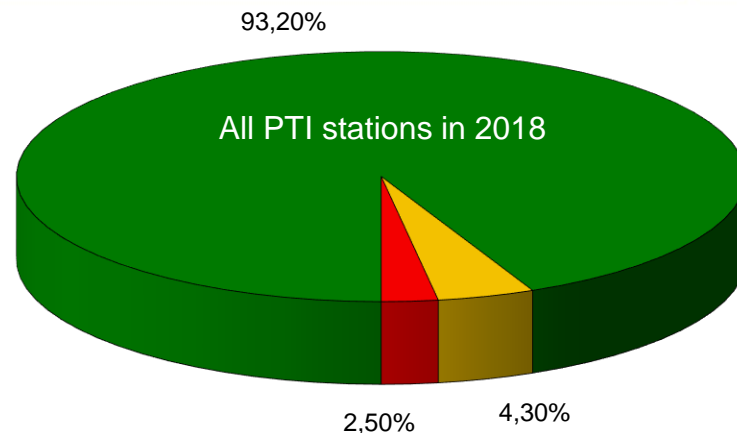
One or more dangerous defects (C) or the same major defect (B) during re-test;
vehicle is suspended from road traffic until the next successful PTI (max. 6 months)

Vehicle is
not roadworthy

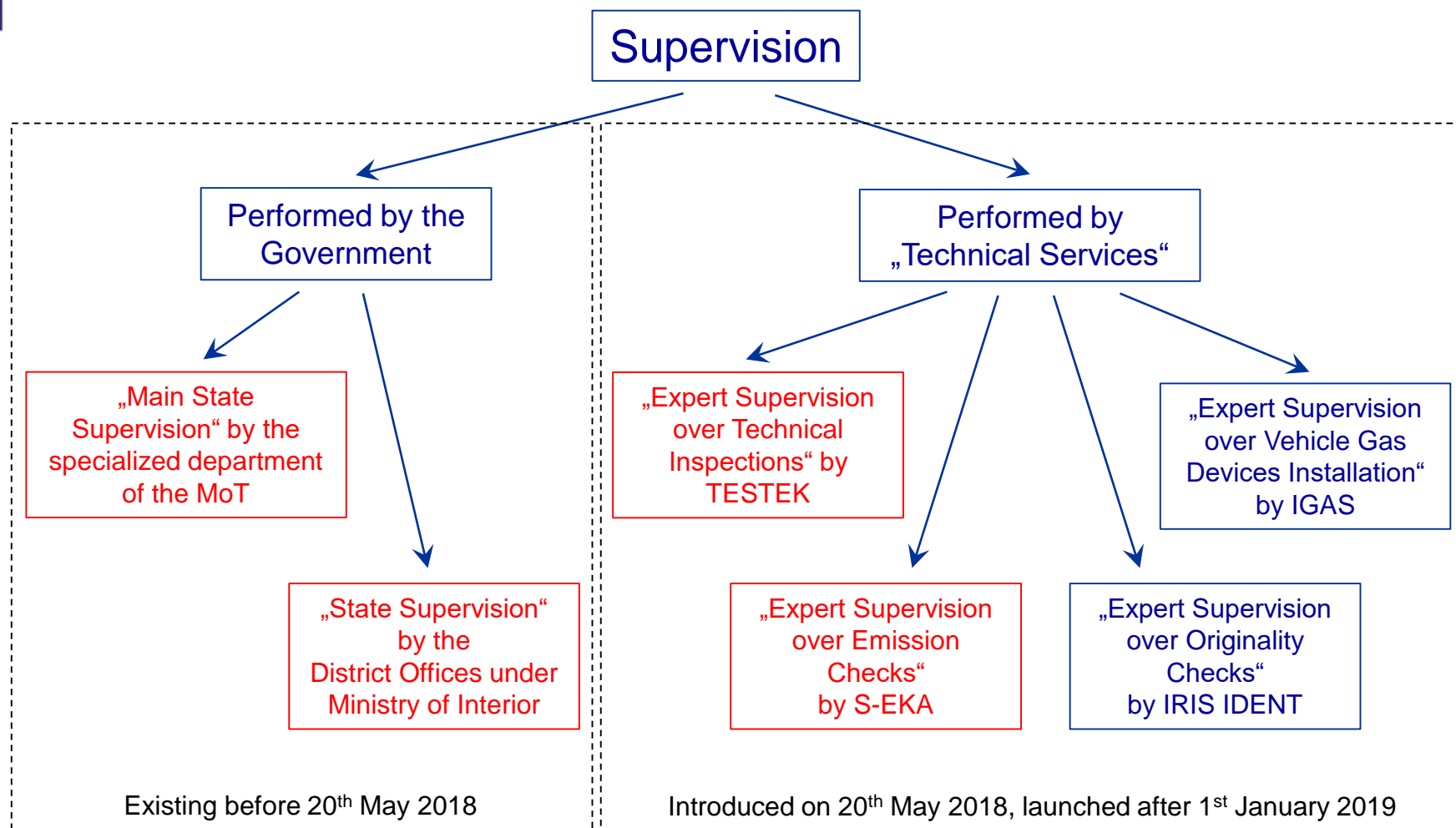
Statistics of PTI results

Total number of PTIs in 2018:

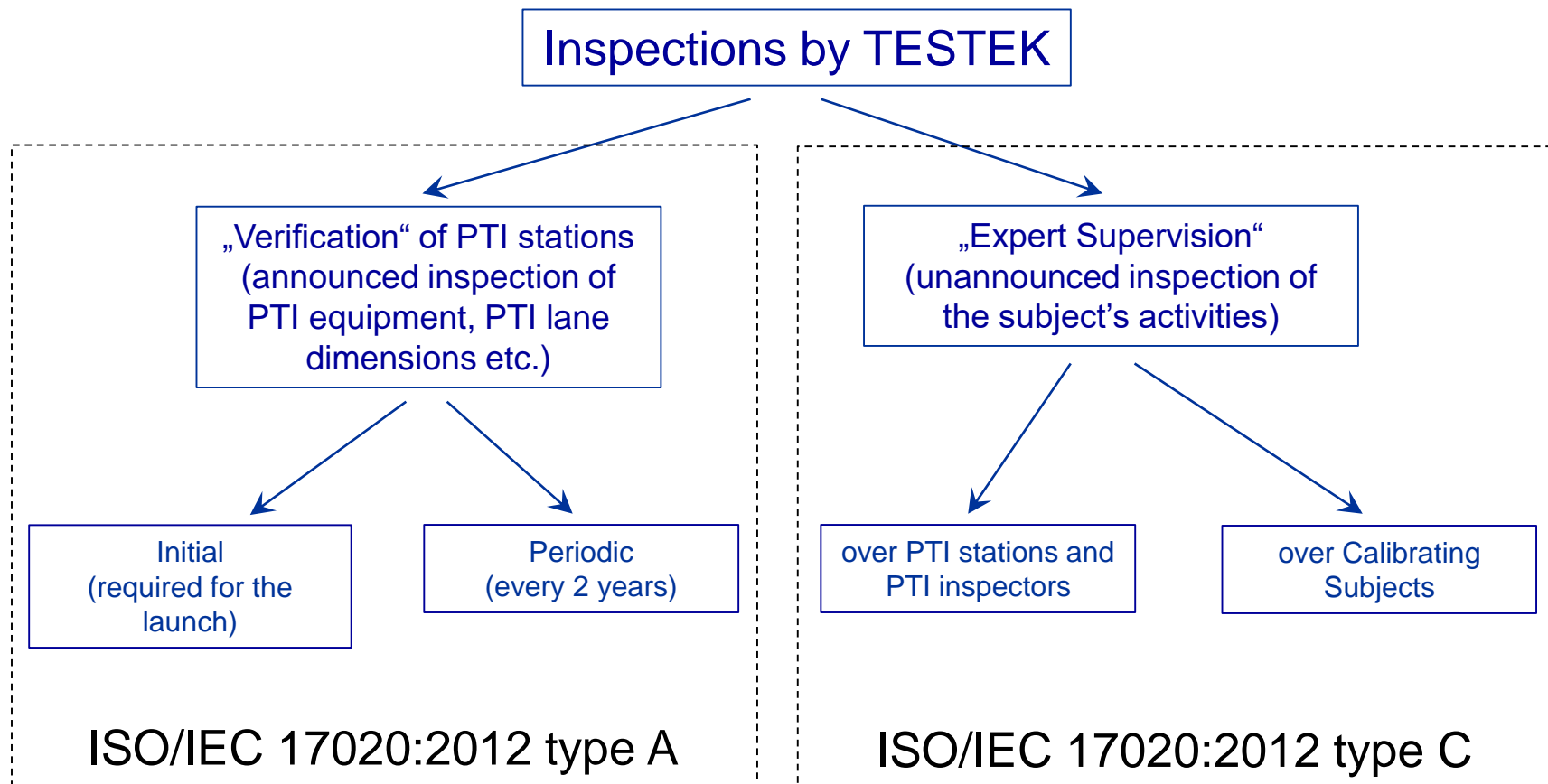
1.245.461



Supervision according to the new Act No. 106/2018 Coll.



Accredited Inspections by TESTEK



The End



Thank you for your attention