Vehicle technical inspections in the Slovak Republic

CITA Topic Area on “Safety Systems”

20.11.2014, Bratislava, Slovakia
Responsibilities of ministries

**Ministry of Transport, Construction and Regional Development of the Slovak Republic** (hereinafter referred to as the “Ministry of Transport”) is responsible for the operation of vehicles in road traffic in the Slovak Republic, for example:

- approval of vehicles,
- roadworthy condition of vehicles,
- obligations of vehicle operators,
- technical inspections,
- emission checks,
- originality checks,
- etc.

**Ministry of Interior of the Slovak Republic** (hereinafter referred to as the “Ministry of Interior”) is responsible for vehicle registration and supervision of road traffic (police roadside inspections).
History of technical inspections in the SR

The **first attempt** to introduce mandatory periodic control of motor vehicles was before World War II in 1935. Under the Act No 81/1935 Coll. should be all motor vehicles, used for public transport of persons, regularly checked whether they fulfill the necessary conditions and are kept in proper technical condition.
History of technical inspections in the SR

- Law from 1935 is not valid.
- Roadworthiness tests were introduced in the 1990s. **First testing centres were created.**
- The Slovak Republic is a member state of the European Union and the roadworthiness tests of vehicles are regulated by the rules of the European Union.
Roadworthiness test

The roadworthiness test in the Slovak republic consist of two separate parts

1. technical inspection
   Technical inspection stations = 134

2. emission check
   Emission check workstations = 213
Roadworthiness test

1. Authority
   Ministry of Transport

2. Two technical services
   1. for technical inspections - TESTEK
   2. for emission checks - SEKA

3. Testing centres
   Technical inspection station - STK
   Emission check workstation - PEK

4. Regional authorities
   District offices - OÚ
Roadworthiness test

**Technical services for technical inspections and for emission checks**

- perform activities for Ministry of Transport
- have to be accredited by ISO/IEC 17020
- have to be independent from testing centres
- make verification of testing centres
- are administrators for nationwide information system
There are two types of testing centres in the Slovak republic
1. Technical inspection station – for technical inspection and emission check
2. Emission check workstation – only for emission check
Roadworthiness test

Technical inspection station
Roadworthiness test

Map of technical inspection stations - 134
Roadworthiness test

Map of emission check workstations - 213
Frequency of testing

The frequency of testing depends on vehicle registration. Roadworthiness test in the Slovak Republic is mandatory for vehicles:
- category $L_e$ (two- or three-wheel vehicles and quadricycles)
- category $M$, $N$ and $O$ (motor vehicles and their trailers)
- category $T$ (wheeled tractors)
- category $R$ (trailers of tractor)

Other registered vehicles that are not subject to roadworthiness test
- category $C$ (track-laying tractors)
- category $P_S$ (working machinery)
- category $L_S$ (snow scooters)

Other not registered vehicles that are not subject to roadworthiness test
- category $S$ (interchangeable machinery towed by tractors)
# Frequency of Testing

<table>
<thead>
<tr>
<th>Category of Vehicle</th>
<th>SK</th>
<th>TK</th>
<th>EK</th>
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<tbody>
<tr>
<td>L1e, L2e</td>
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<td></td>
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<tr>
<td>L3e, L4e, L5e, L6e, L7e</td>
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<tr>
<td>M1, N1</td>
<td></td>
<td>4-2-2</td>
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<tr>
<td>M2</td>
<td></td>
<td>1-1-1</td>
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<tr>
<td>M3</td>
<td></td>
<td>1-1-1</td>
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<td>(after 8 years, every 6 months)</td>
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<tr>
<td>O1, O2</td>
<td></td>
<td>4-2-2</td>
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</tr>
<tr>
<td>O3, O4</td>
<td></td>
<td>1-1-1</td>
<td></td>
</tr>
<tr>
<td>T</td>
<td></td>
<td>4-2-2</td>
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</tr>
<tr>
<td>R</td>
<td></td>
<td>4-2-2</td>
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<tr>
<td>Taxi, driving school, ambulances, emergency</td>
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<tr>
<td>vehicles with preferred ride</td>
<td></td>
<td>1-1-1</td>
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Goals for the near future

- transposition of Directive 2014/45/EU into national law by 20.5.2017
- introduce a roadworthiness test for vehicle after an accident
- automated data transfer from roller brake testers into the central information system
- transfer video from testing centre in real time into information system
- modernization of inspection of setting headlamps into the central information system
Thank you for your attention

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