Vehicle Technical Inspections 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 join-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

- **Inspection data collection, transmission and analyzing**
- **Suppling of inspecting forms, stickers and stamps**
- **Expert activities in the field of vehicle inspections**

  - Development of new periodic technical inspection (PTI) and roadside inspection (RSI) methods, verification and inspections of PTI stations and equipment, supervision over PTI, education and training of inspectors.
First attempt to introduce obligatory technical vehicle inspections in former Czechoslovakia in 1935

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 20\textsuperscript{th} May 2018

**Legislation of the European Union**


**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
<table>
<thead>
<tr>
<th>Vehicle categories</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>O1, R1, L1e and L2e</td>
<td>no periodic inspection</td>
</tr>
<tr>
<td>L3eA1, L4eA1, L6e (&lt;125 cm³) O2 and R2</td>
<td>4 years after first registration and then every 4 years</td>
</tr>
<tr>
<td>L3eA2, L3eA3, L4eA2, L4eA3, L5e, L6e (≥125 cm³), L7e, M1, N1, T, R3 and R4</td>
<td>4 years after first registration and then every second year</td>
</tr>
<tr>
<td>M2, N2, N3, O3 and O4</td>
<td>1 year after first registration and then every year</td>
</tr>
<tr>
<td>M3</td>
<td>1 year after first registration and then every year, after the 8th year every 6 months</td>
</tr>
<tr>
<td>M, N and O used for paramedic rescue service or mining rescue service or gas work repair service with special warning lamps; ambulances</td>
<td>1 year after first registration and then every year</td>
</tr>
<tr>
<td>driving school motor vehicles and taxi</td>
<td>1 year after first registration and then every year</td>
</tr>
</tbody>
</table>
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.

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.

Situation of 21st January 2019: 147 PTI stations

Lane Type | Inspected Vehicle Categories
---|---
A | L, M, below 3.5 t N, O, and O2
B | M, over 3.5 t M, N, N, O, O, T, R, C, Ps and Ls
C | L, M, N, O, T, R, C, Ps and Ls
M | N, O, T, R, C, Ps and Ls (mobile PTI Station)

Number of Lanes | 1 | 2 | 3 | 4
Symbol (Code) | (A) | (B) | (AC) | (AA)

Map of 20th May 2018
Slovakia vs. Croatia

Slovakia

Area: 49.035 km²
Population: 5.445.087
GDP per capita: $35.130
Human Development Index: 0,855

Croatia

Area: 56.594 km²
Population: 4.284.889
GDP per capita: $26.221
Human Development Index: 0,827

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>2,321,608</td>
</tr>
<tr>
<td>Lorries and special vehicles</td>
<td>348,344</td>
</tr>
<tr>
<td>Buses</td>
<td>9,066</td>
</tr>
<tr>
<td>Trailers and semi-trailers</td>
<td>295,227</td>
</tr>
<tr>
<td>Buses</td>
<td>9,066</td>
</tr>
<tr>
<td>Trailers and semi-trailers</td>
<td>295,227</td>
</tr>
<tr>
<td>Motorcycles, trikes and quads</td>
<td>152,049</td>
</tr>
<tr>
<td>Tractors</td>
<td>66,657</td>
</tr>
<tr>
<td>Other (self moving machines, snowmobiles etc.)</td>
<td>10,490</td>
</tr>
<tr>
<td><strong>Total number of registered vehicles</strong></td>
<td><strong>3,203,441</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>PTI stations for light vehicles</td>
<td>26</td>
</tr>
<tr>
<td>PTI stations for heavy vehicles</td>
<td>4</td>
</tr>
<tr>
<td>PTI stations for all vehicle categories</td>
<td>117</td>
</tr>
<tr>
<td><strong>Total number of PTI stations</strong></td>
<td><strong>147</strong></td>
</tr>
<tr>
<td>Grade</td>
<td>Description</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>A</td>
<td>Minor Defect Without influence on road safety or environment</td>
</tr>
<tr>
<td>B</td>
<td>Major Defect With influence on road safety or environment, but no imminent danger</td>
</tr>
<tr>
<td>C</td>
<td>Dangerous Defect With direct influence on road safety or environment, causes imminent danger; the using of vehicle on public roads must be prohibited</td>
</tr>
</tbody>
</table>
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
Vehicle Technical Inspections in the Slovak Republic

Statistics of PTI results

Total number of PTIs in 2018:

1,245,461

All PTI stations in 2018

Roadworthy: 93.20%
Temporary roadworthy: 4.30%
Not roadworthy: 2.50%
Vehicle Technical Inspections in the Slovak Republic

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

Supervision

Performed by the Government

- „Main State Supervision“ by the specialized department of the MoT
- „State Supervision“ by the District Offices under Ministry of Interior

Performed by „Technical Services“

- „Expert Supervision over Technical Inspections“ by TESTEK
- „Expert Supervision over Emission Checks“ by S-EKA
- „Expert Supervision over Originality Checks“ by IRIS IDENT
- „Expert Supervision over Vehicle Gas Devices Installation“ by IGAS

Existing before 20th May 2018

Introduced on 20th May 2018, launched after 1st January 2019
Accredited Inspections by TESTEK

Inspections by TESTEK

„Verification“ of PTI stations (announced inspection of PTI equipment, PTI lane dimensions etc.)

Initial (required for the launch)

Periodic (every 2 years)

ISO/IEC 17020:2012 type A

„Expert Supervision“ (unannounced inspection of the subject’s activities)

over PTI stations and PTI inspectors

over Calibrating Subjects

ISO/IEC 17020:2012 type C
Impact of the intensified supervision in recent months

PTI failure rate 2018/2019:

CCTV cameras v. 2.0
The End

Thank you for your attention