PTI – Workshop

Bratislava, 4th of April 2022

PTI supervision in Slovakia and effect on traffic accidents (Part I.)

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Who is responsible for supervision in Slovakia?

until May 2018:

- **Ministry of Transport** and Construction of the Slovak Republic (supervision department)
- **local authorities** (transport department of district offices /approximately 50 departments/)
- TESTEK, a.s. was in position of an ***expert consultant*** during supervisions (since 2004) done by state authorities, employees were members of the control groups

since May 2018:

- **Ministry of Transport** and Construction of the Slovak Republic (supervision department)
- **local authorities** (transport department of district offices /approximately 50 departments/)
- **technical service** for technical vehicle inspection (TESTEK, a.s.)
  - supervision department
  - accredited inspection body - type „C“ according to ISO/IEC 17020: 2012
  - certified according to ISO 37001
  - auditors do not perform equipment checks (functionality and calibration) and facilities (another department of TESTEK, a.s.)

How to supervise the PTI in an efficient way?

	Re-inspection	Data Analysis	Mystery Shopping
efficiency	*access to a limited number of PTIs*	*access to every PTI*	*no access to real PTIs, testing only simulated cases in limited number of facilities*
personal costs	*high number of qualified re-inspectors*	*lower number of qualified supervisors*	*high number of "mystery shoppers"*
technical means	*IT system, mobility of re-inspectors*	*IT system, HW / SW, data transfers, cameras etc.*	*IT system, frequently changed vehicles with defects*
scope	*every inspecting item (including corrosion, excessive play etc.)*	*measured data and items visible on video (essential items like brakes, lighting, emissions etc.)*	*limited number of defects in certain inspecting items; the driving safety of the prepared vehicle must be considered*
psychologic impact	*high but limited on the inspected facility*	*extremely high in the beginning („big brother is watching you" effect) but fading (inspectors are getting used to cameras), later limited on the inspected facility*	*high but limited on the inspected facility*

CCTV cameras

Why CCTV cameras?

- until 2013 **common practice** – „inspection“ without vehicle

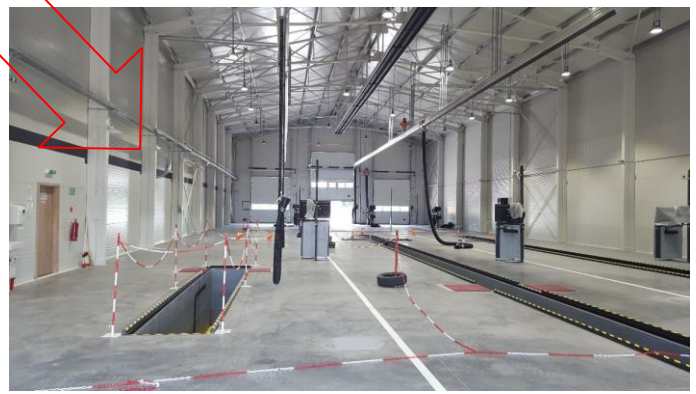
system (database)

Zoznam uzavretých protokolov

Filtrovať

Kód stanice	Stanica	Kód protokolu	Číslo protokolu	Dátum	EČV	Značka	Obch. názov	VIN	Spôsobilosť vozidla	Číslo motora (typ)	Kontroloval	Storno	Druh kontroly
				od 17.02.2014 do 17.02.2014									
8116			5429		TV041CP	RENAULT	PREMIUM	VF624GPA000074125	Spôsobilé	DXI 11 460-EEV			Administratívna
8116			5427		JDV0847	SKODA	FABIA	TMBGF65J9A3024184	Spôsobilé	BMS			Pravidelná
8116			5425		JDV0846	SKODA	OCTAVIA	TMBGP41U5Y2365759	Spôsobilé	AHF			Pravidelná
8116			5423		MI149BN	CITROEN	C3	VF7FCHFXC28530340	Spôsobilé	HFX			Pravidelná
8116			5421		TV481CB	SKODA	FABIA	TMBPH16Y323521242	Spôsobilé	AZF			Pravidelná
8116			5419		TV263CE	FORD	GALAXY	WF0GXXPSWGVR95685	Spôsobilé	Y5B			Pravidelná
8116			5417		JDV0844	SKODA	OCTAVIA	TMBHT61Z6A2079965	Spôsobilé	CAYC			Pravidelná
8116			5415		TV007CE	VOLKSWAGEN	PASSAT	WVWZZZ3CZ7P161922	Spôsobilé	BKP			Pravidelná
8116			5428		TV597CG	OPEL	ASTRA G	W0L000051V2289814	Spôsobilé	X 16 SZR			Pravidelná
8116			5426		MI586CT	AUDI	A6	WAUZZZ4AZSN109795	Spôsobilé	ABK			Pravidelná

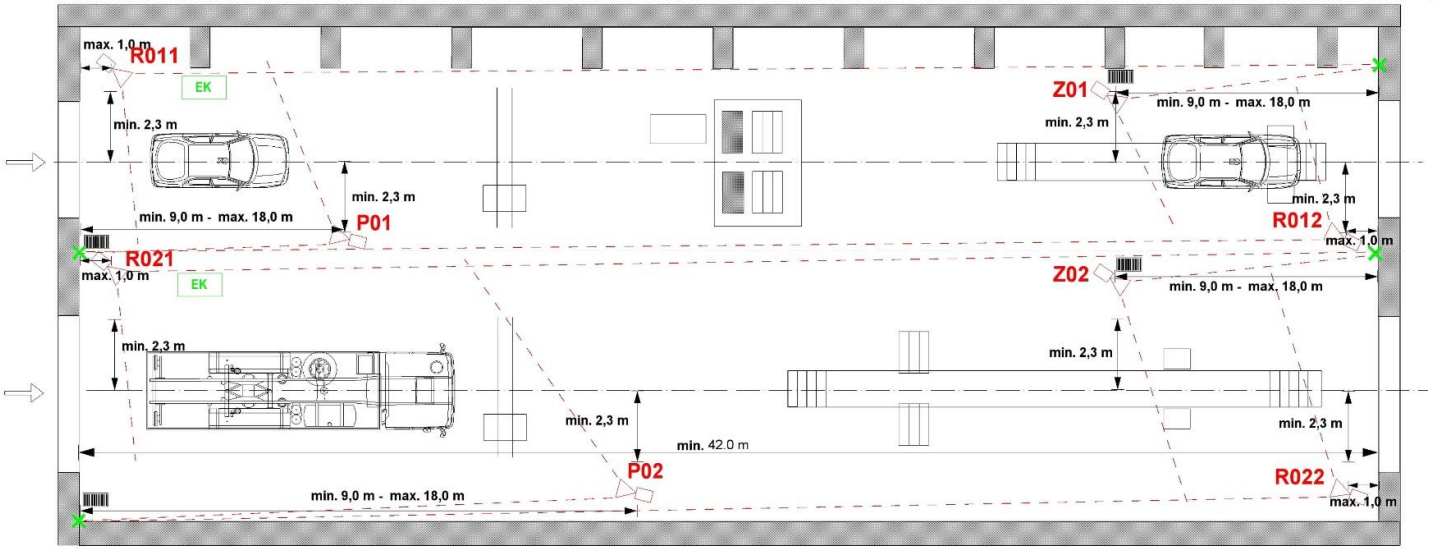
PTI lines



CCTV cameras

since 2018: significant changes in configuration

- **entry** and **exit** cameras with automated recognition of the licence plate
- **two overview cameras** /mandatory to cover 100 % of the PTI line/
- example: two (and more) lines PTI station



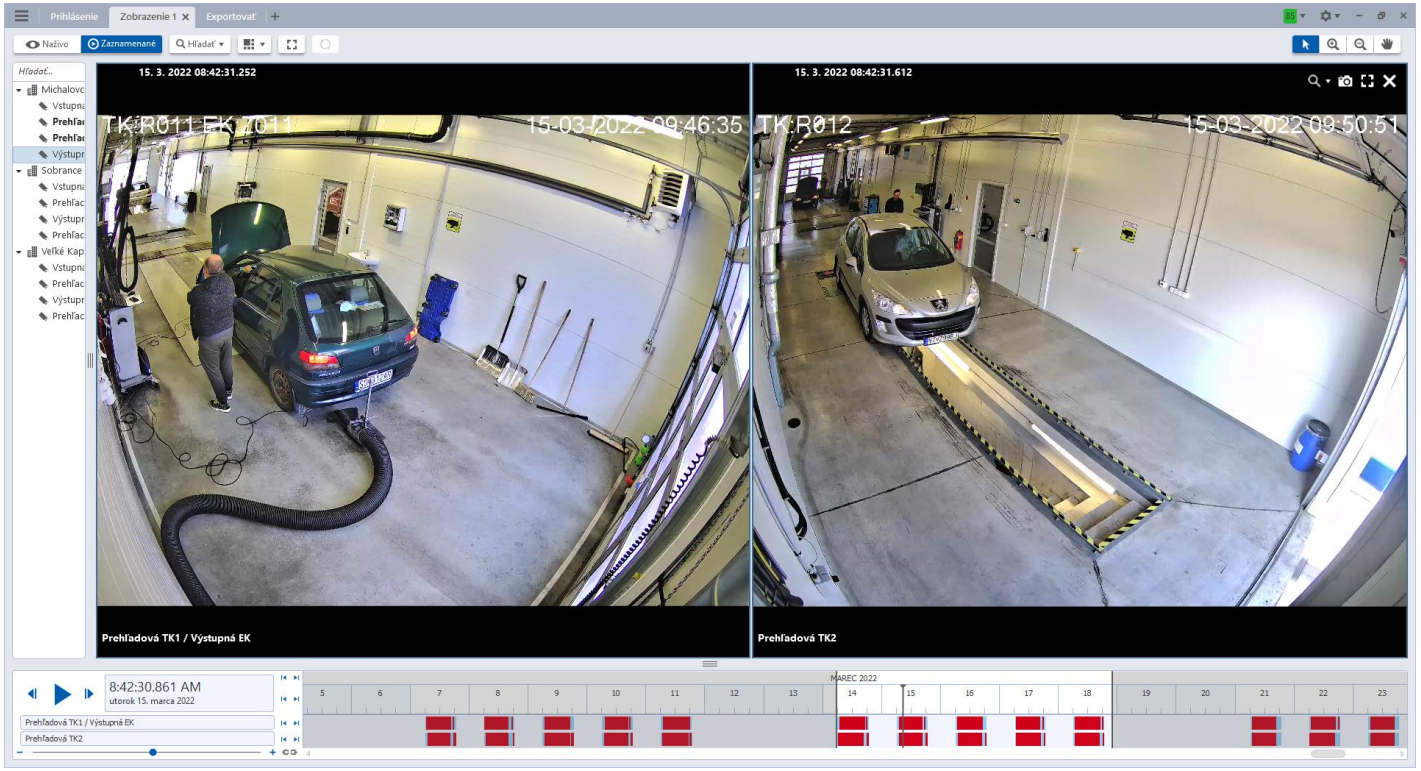
R011, R012, R021, R021 – overview cameras
P01, Z01, P02, Z02 – entry and exit cameras

CCTV cameras

since 2018:

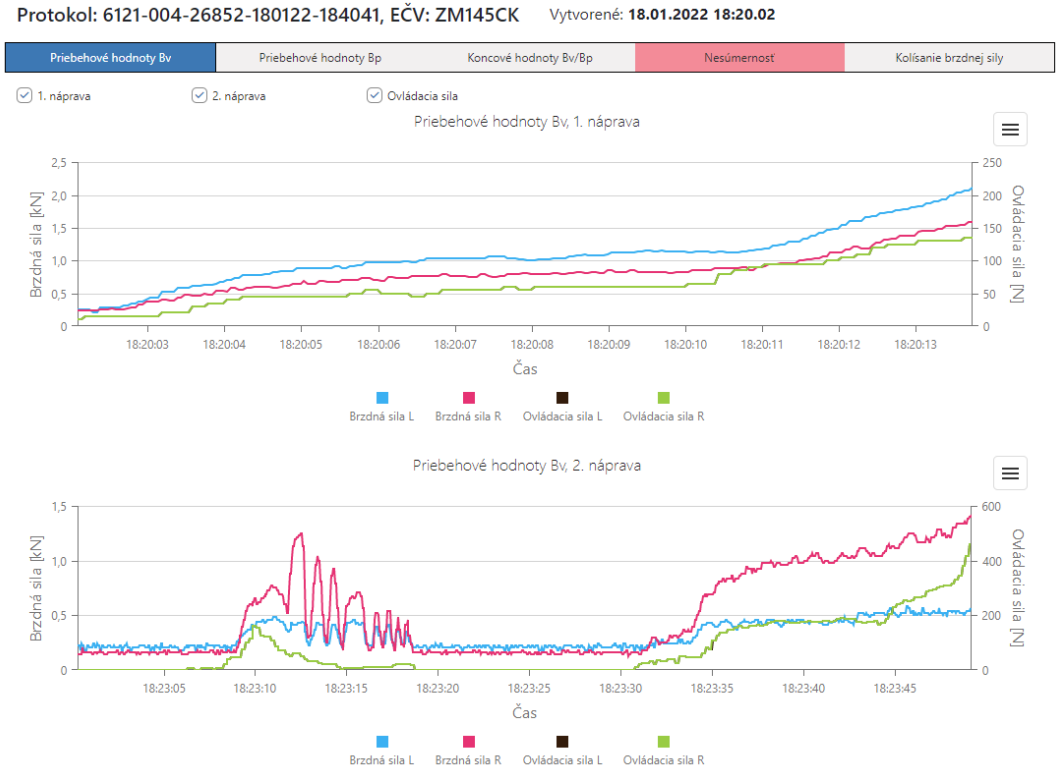
- video footage from the inspection **stored locally** on hard disk for **2 years**

video footage **accessible** for supervision authorities - locally but also via remote administration (5 different CCTV suppliers)



Information system

CIS TK – information system for PTI stations and supervision authorities **extended data transfer** (since February 2016)

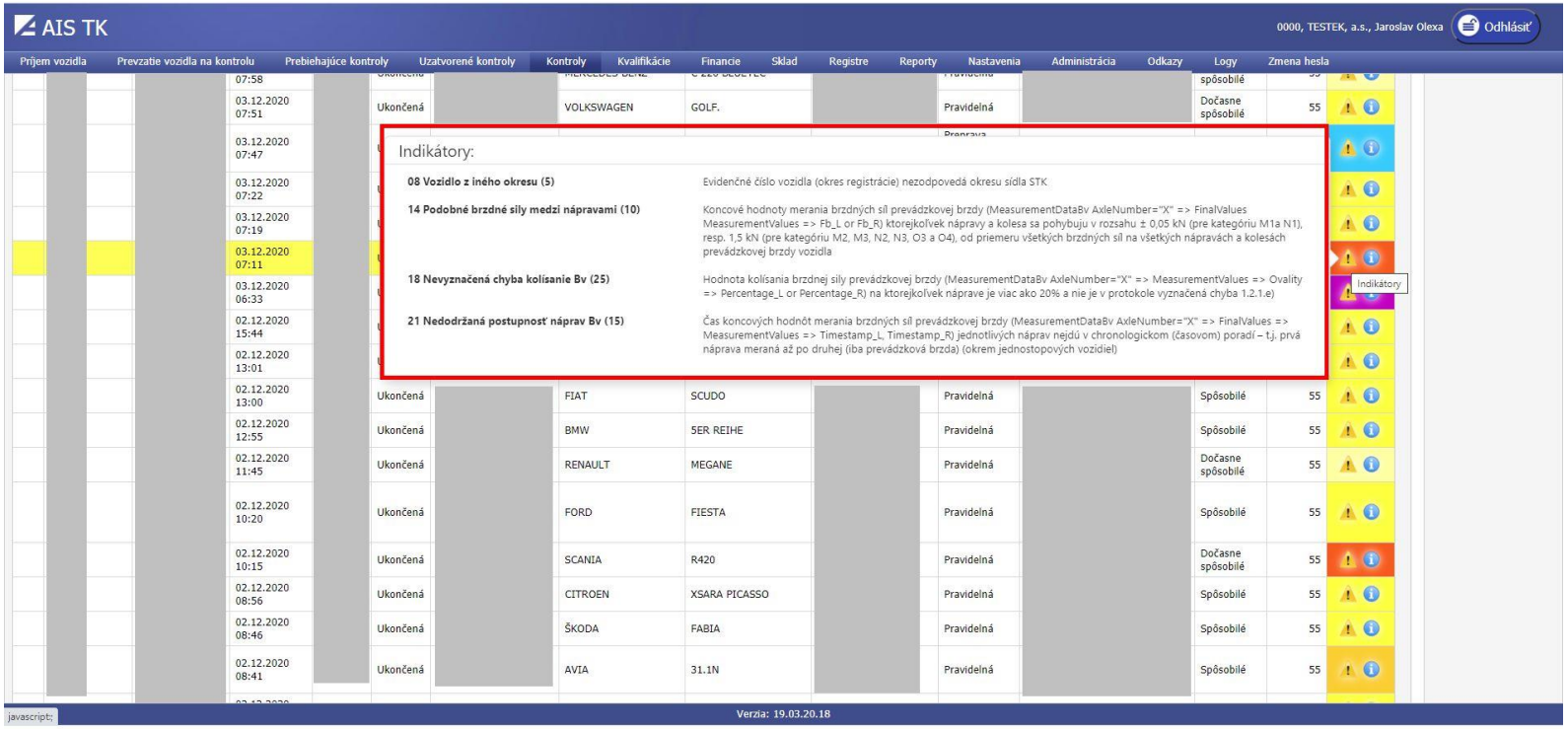


breaking data – **final** values plus **intermediate** values + **asymmetry** and braking force **fluctuations** + pedal **force** respectively air **pressure**

Information system

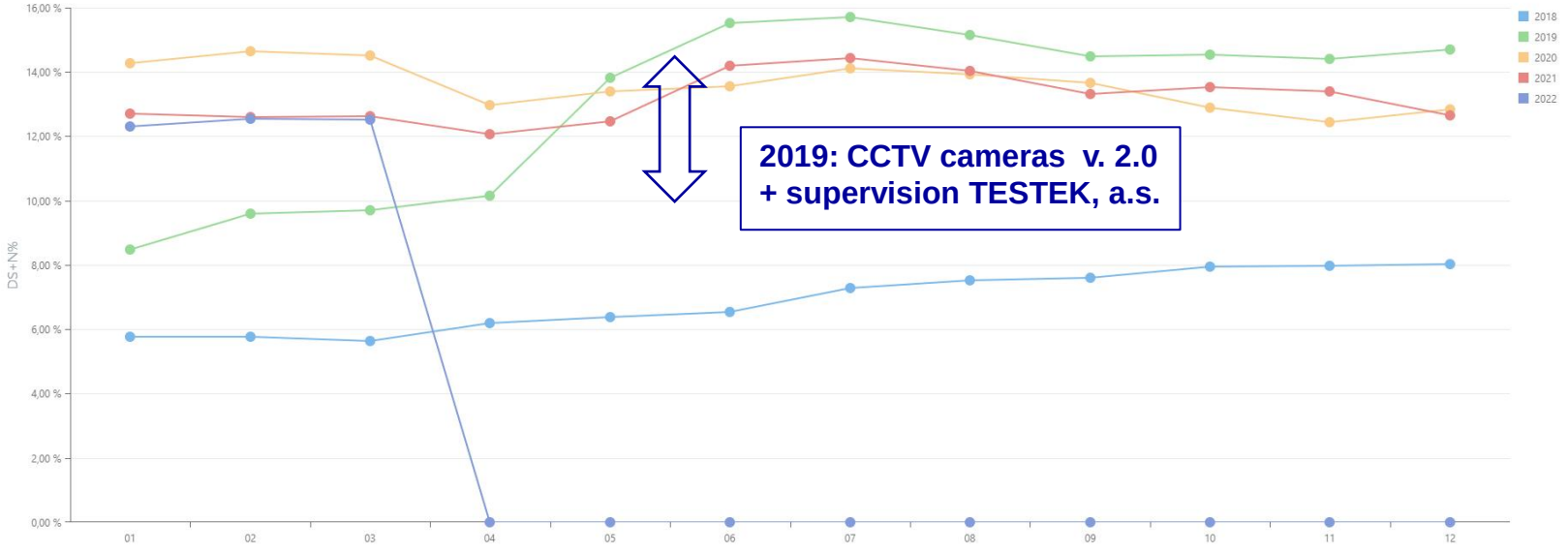
Since November 2020: **suspicious inspection notification** based on automated data **analysis** (risk criteria, technical, non technical)

tool for **effective** supervision focus (PTI station, technician...)



Consequences

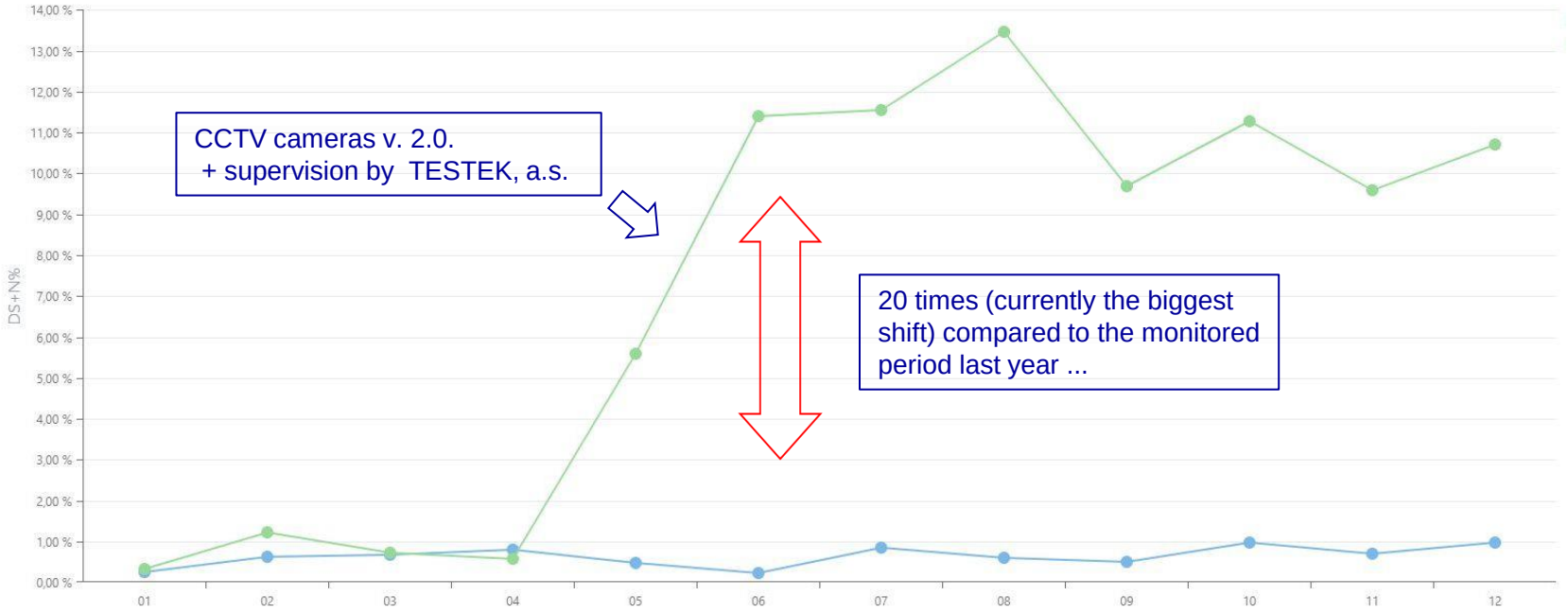
number of defects 2018 – 2022 (monthly)



green: not roadworthy + temporary roadworthy (2019)
blue: not roadworthy + temporary roadworthy (2018)

Consequences

number of defects 2019 in comparison with 2018 (PTI station **with supervision,** extreme example...)



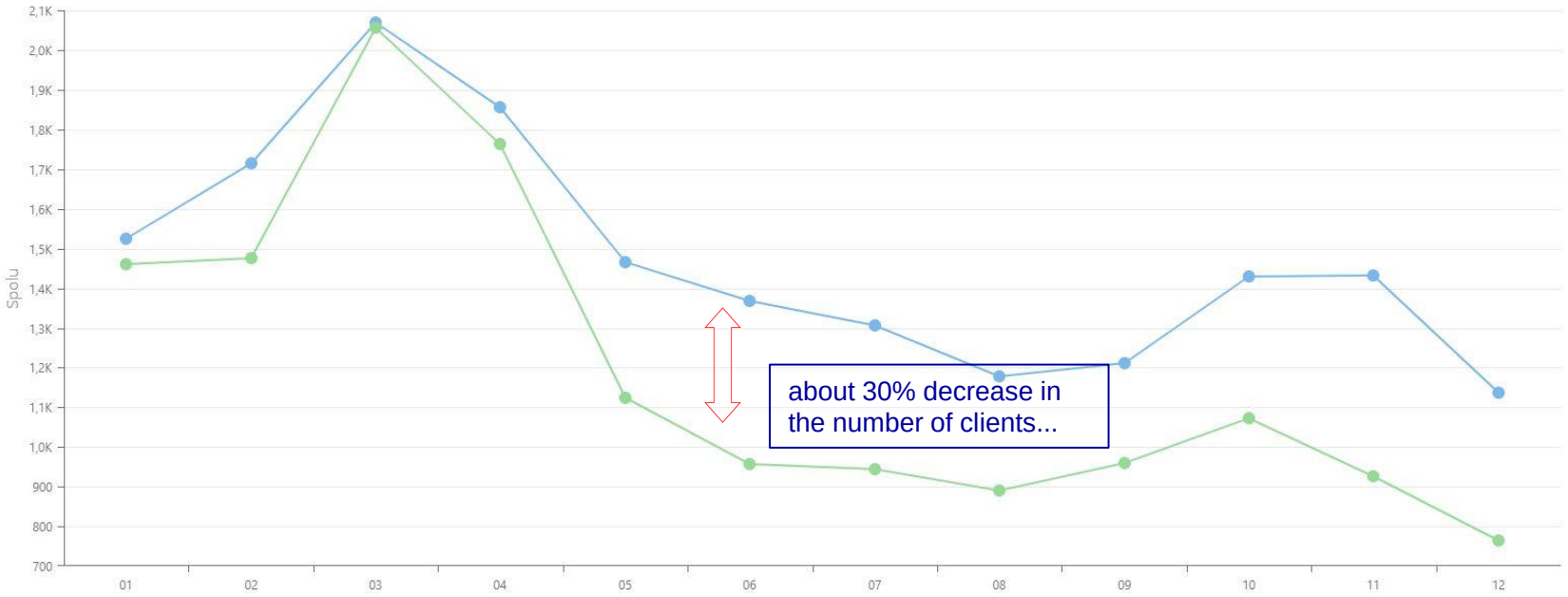
green: not roadworthy + temporary roadworthy (2019)

blue: not roadworthy + temporary roadworthy (2018)

Consequences

Number of performed inspections 2019 in comparison with 2018 (PTI station above mentioned)

Does supervision **ensure** greater **competitiveness** in the environment of PTI providers?

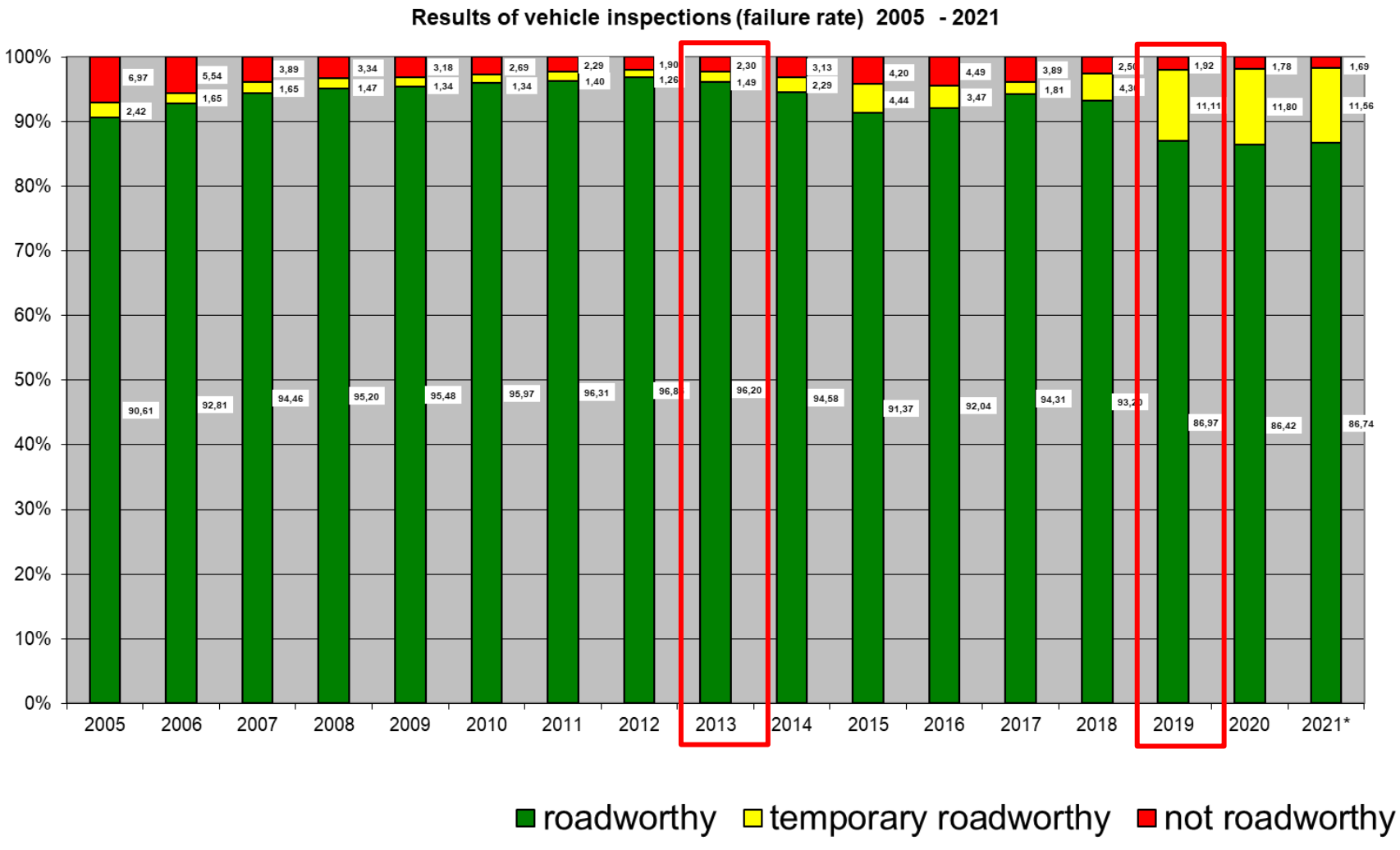


green: inspections performed (2019)

blue: inspections performed (2018)

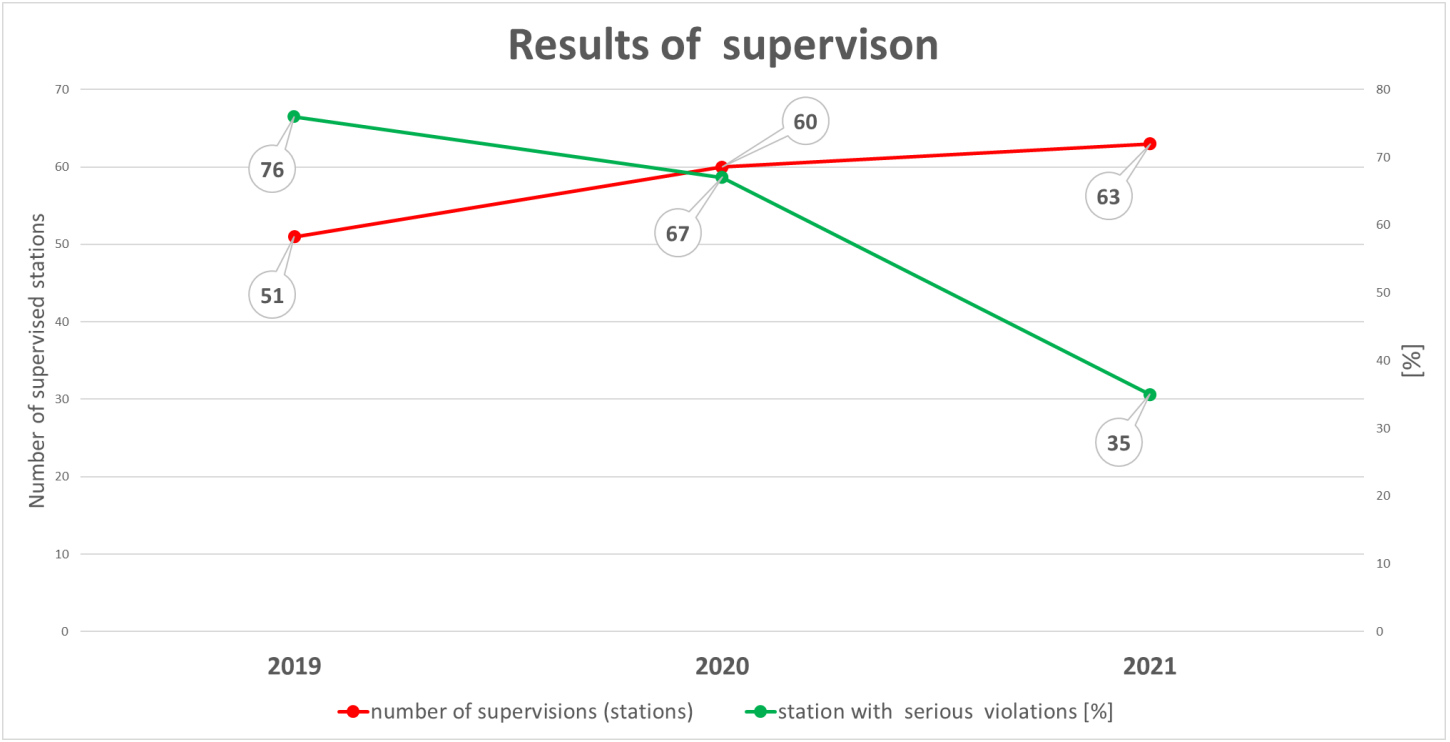
Consequences

number of defects since 2005 to 2021



Results

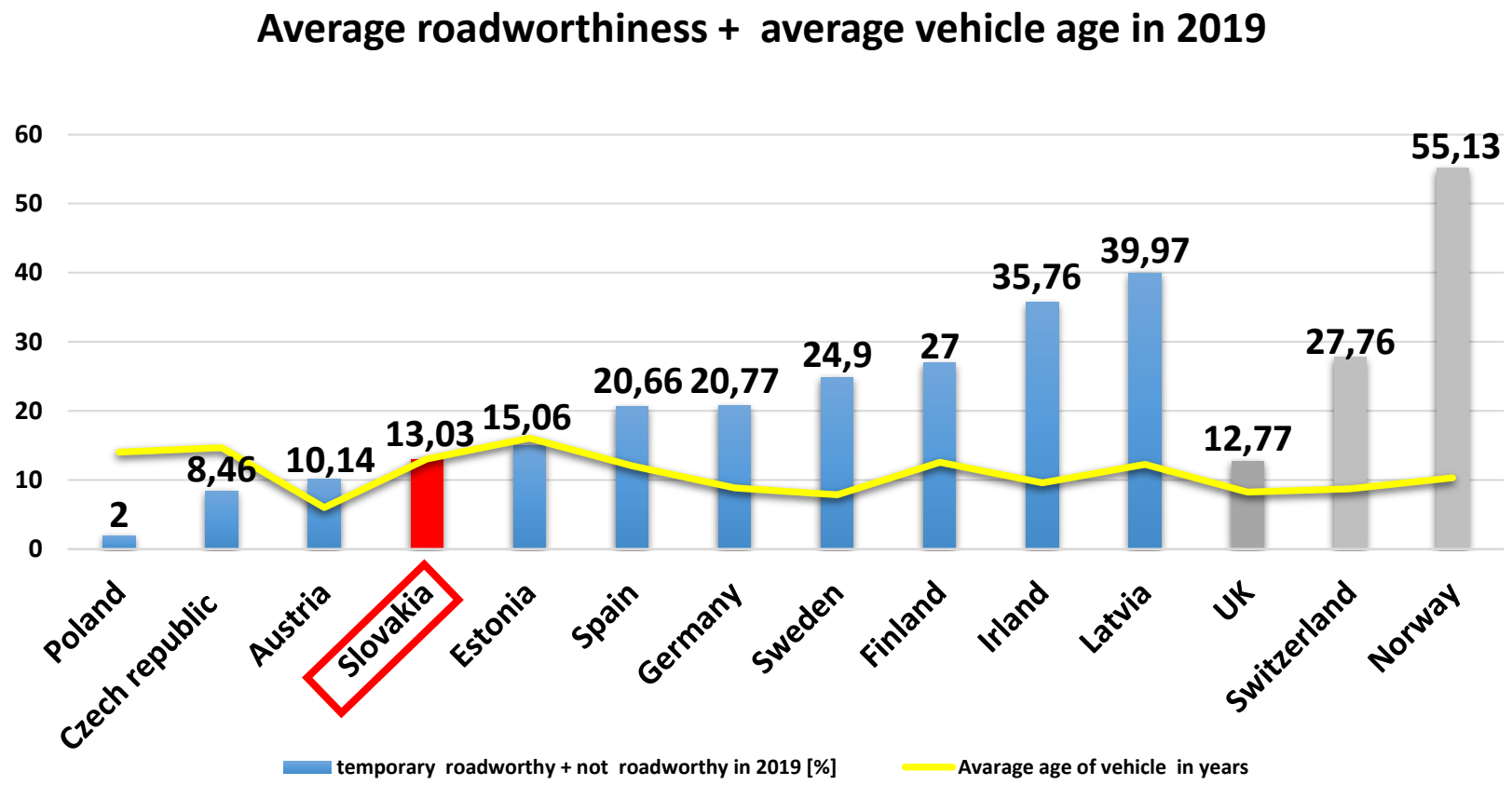
Number of supervisions since 2019 to 2021



note: total number of PTI station in Slovakia 177 (March 2022)

What is an average roadworthiness in the EU?

Do we have better fleet or an imperfect PTI system?



source: *Ministry of Transport and Construction of the Slovak Republic*
note: in Slovakia figures does not contain results of emission inspection

Final question?

Do we need a PTI at all?

The state Duma (Russian federation) **proposed** cancelation of PTI for light vehicles in Russia (Autumn 2021).

http://duma.gov.ru/news/52653/

Is it a **good step** in vehicle safety?

No, definitely it is not, the right way is an **efficient supervision** over the inspection.

THE END

Questions?

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