CVH visit to TESTEK
Bratislava, 14th June 2019

Vehicle Technical Inspections in the Slovak Republic

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TESTEK

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.

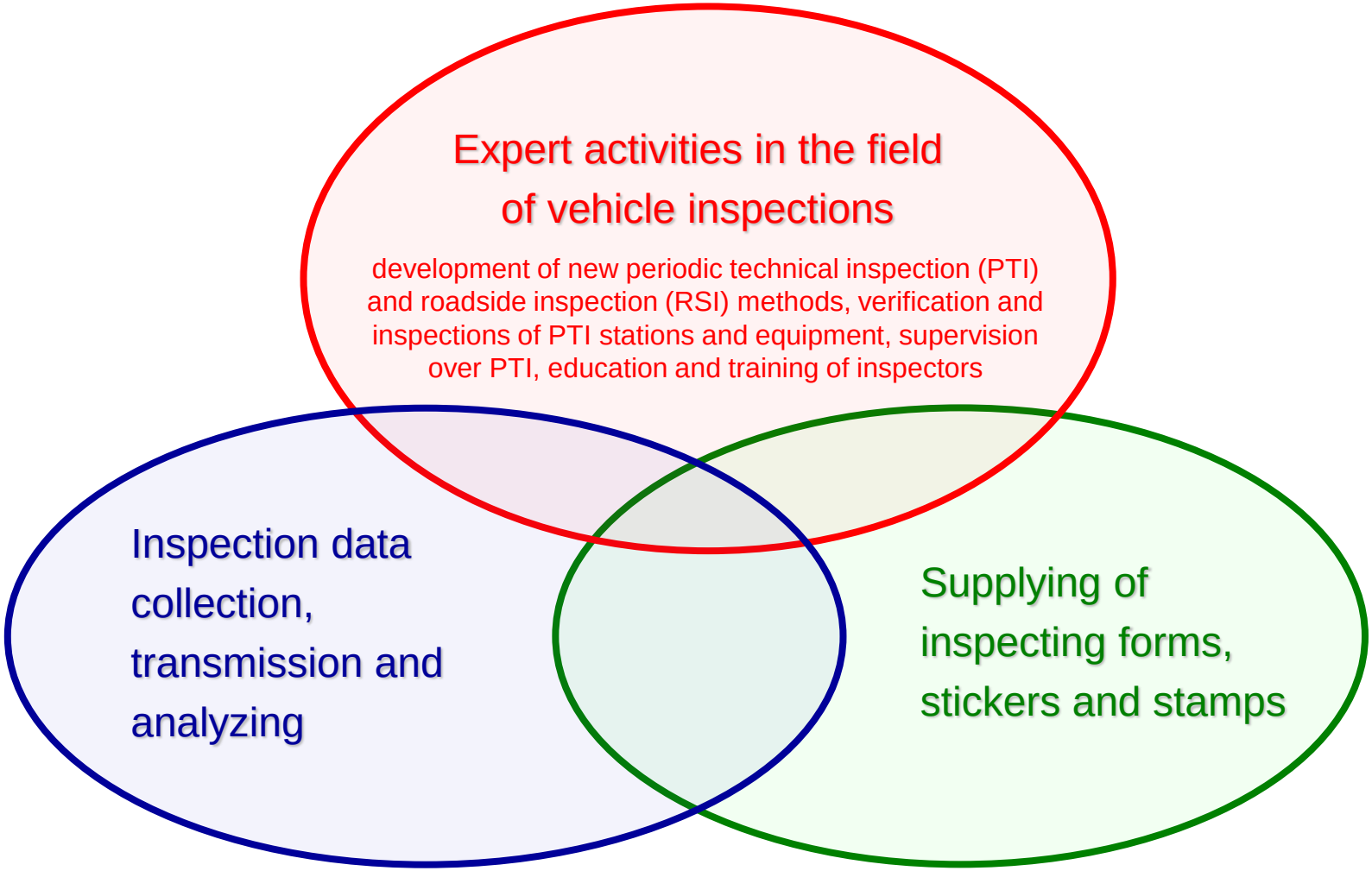
TESTEK

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

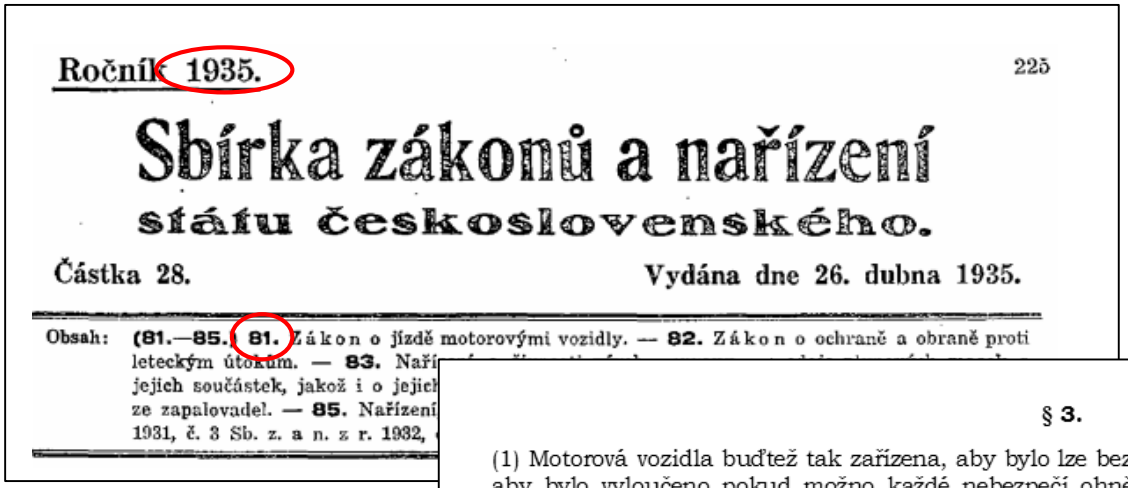
As one of the first subjects in Slovakia, in 2018 TESTEK has been certified according to the Anti-bribery Management Systems standard ISO 37001:2016.

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

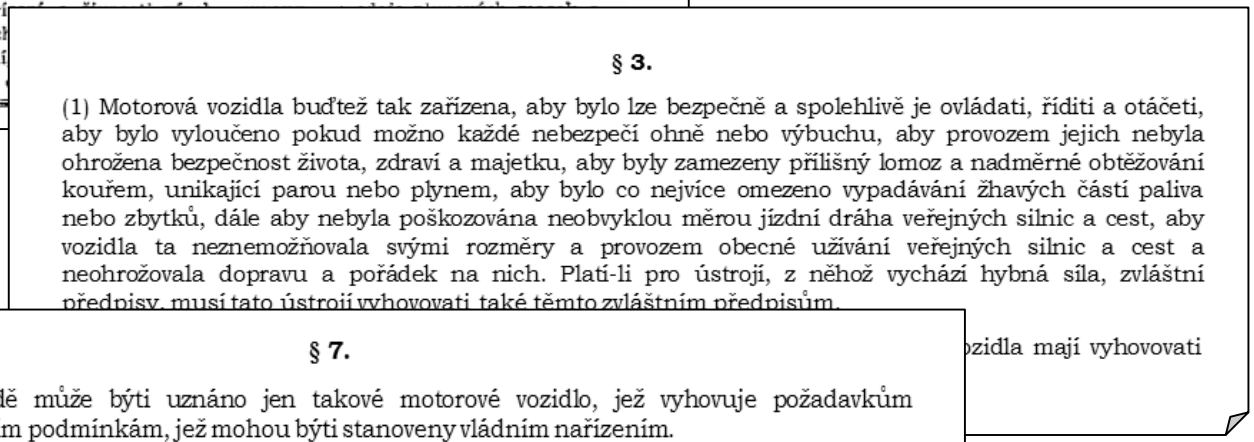


Ročník 1935. 225

Sbírka zákonů a nařízení
státu československého.

Částka 28. Vydána dne 26. dubna 1935.

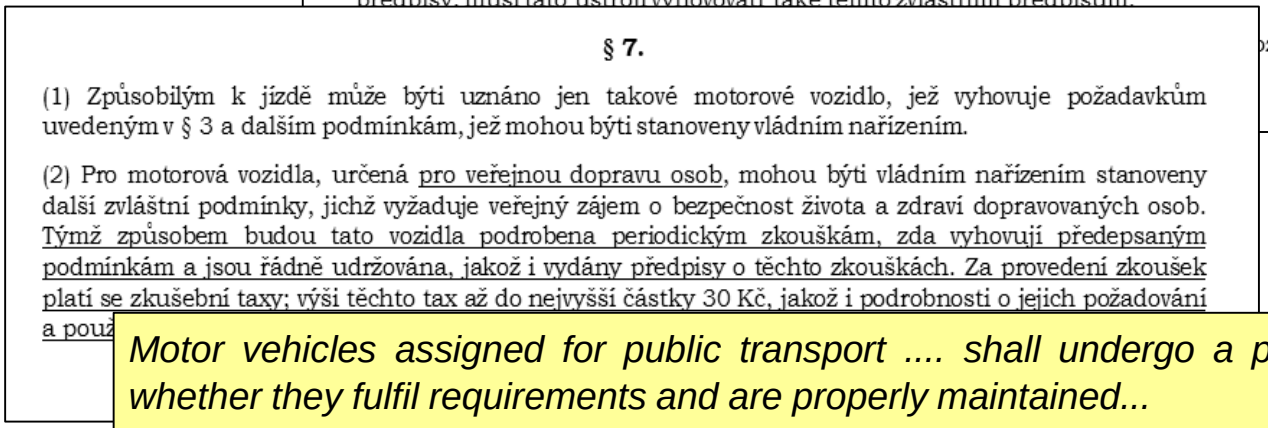
Obsah: (81.—85.) 81. Zákon o jízdě motorovými vozidly. — 82. Zákon o ochraně a obraně proti leteckým útokům. — 83. Naří... jejich součástek, jakož i o jejich... ze zapalovadel. — 85. Nařízení... 1931, č. 3 Sb. z. a n. z r. 1932, ...



§ 3.

(1) Motorová vozidla buďtež tak zařízena, aby bylo lze bezpečně a spolehlivě je ovládati, říditi 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.

...ozidla mají vyhovovati



§ 7.

(1) Způsobilým 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 použ...

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

Vehicle categories	*Period*
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 motor vehicles and taxi	1 year after first registration and then every year

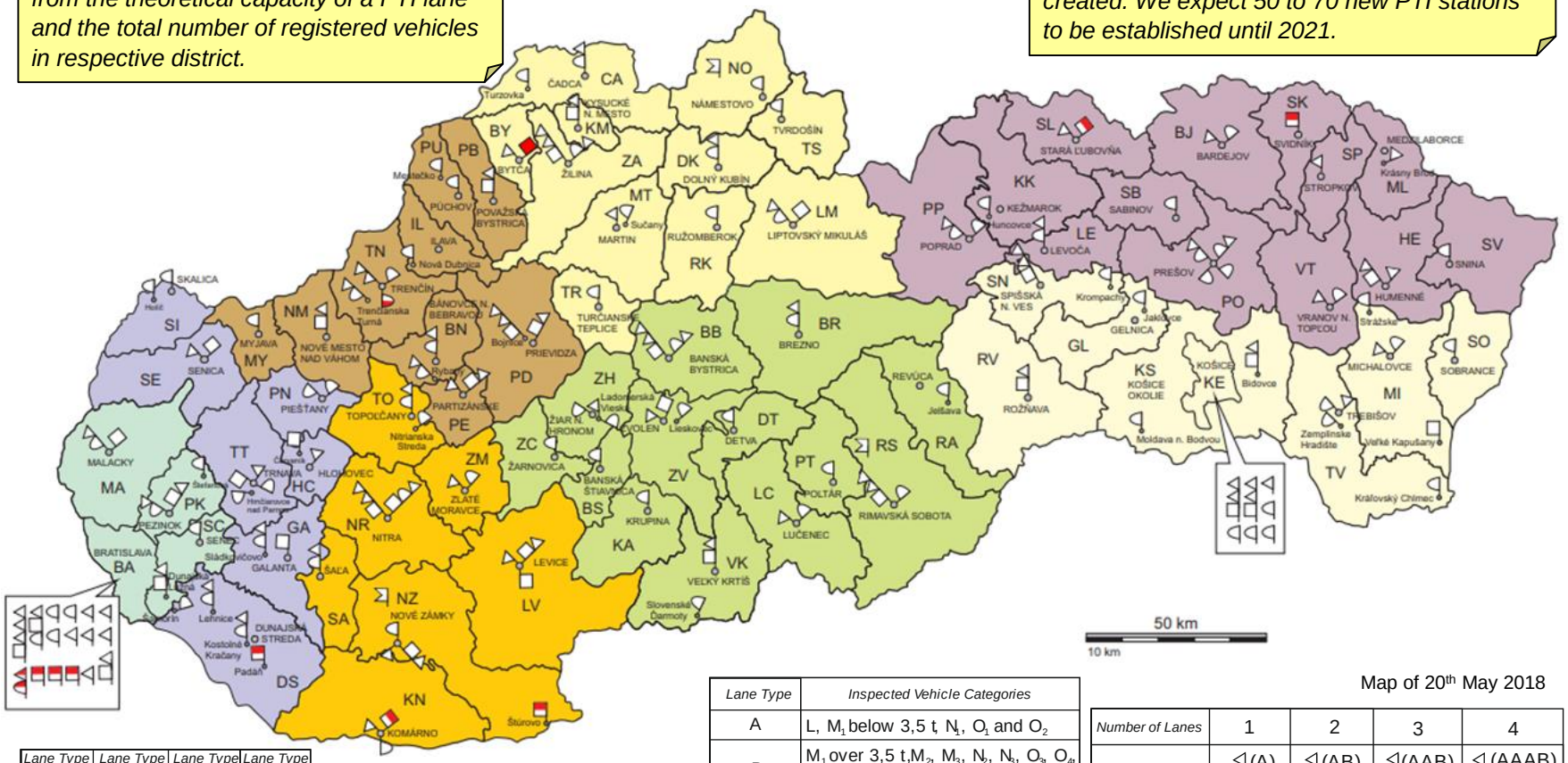
PTI stations in the Slovak Republic

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.



Map of 20th May 2018

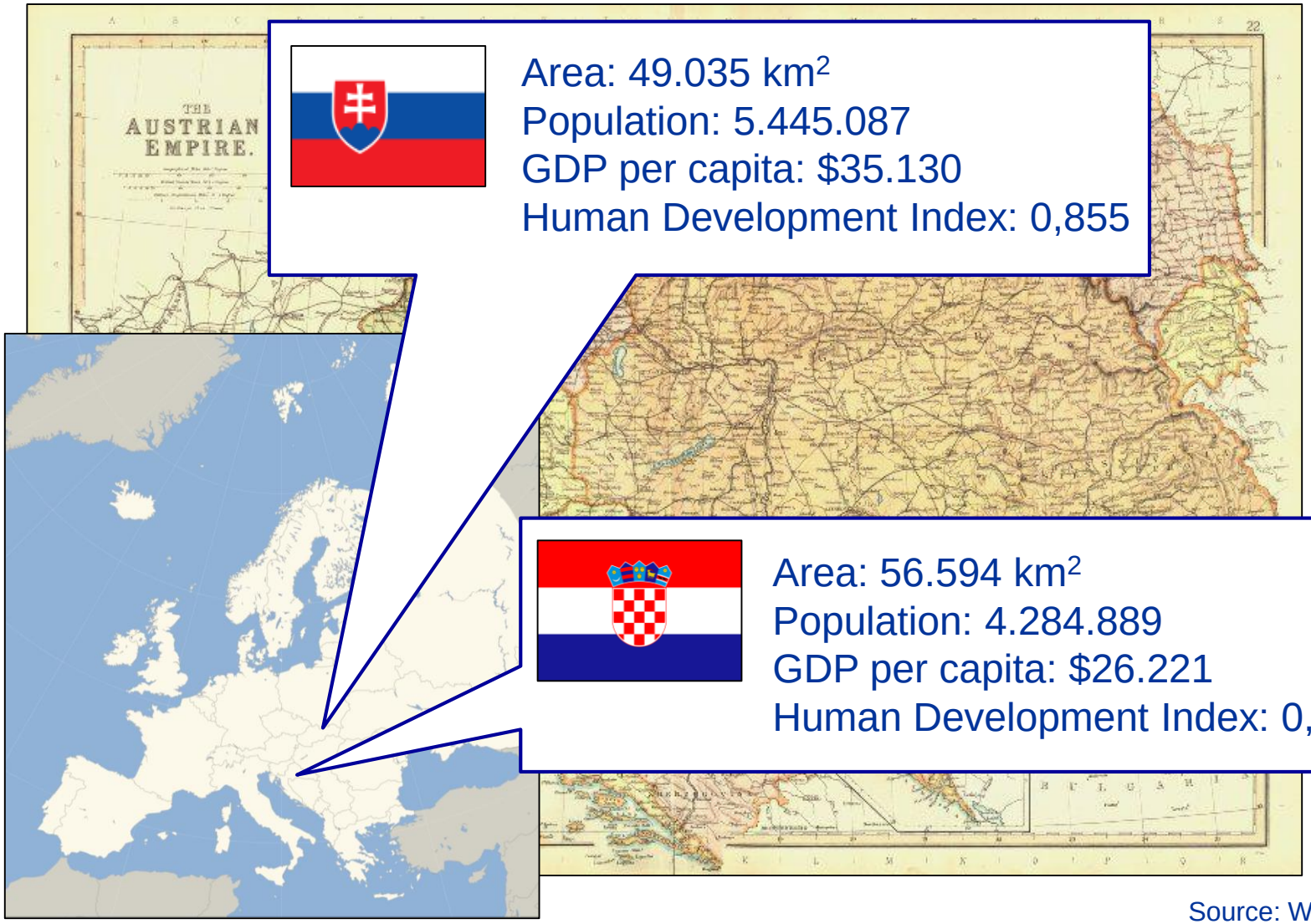
Lane Type A	Lane Type B	Lane Type C	Lane Type M	
◁	□	◁	◁□	*Existing PTI Stations*
◁	□	◁	◁□	*Allowed PTI Stations in Preparation*
◁	□	◁	–	*Free Capacity for Establishing of PTI Stations*

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)

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

Vehicle Technical Inspections in the Slovak Republic

Slovakia vs. Croatia



Area: 49.035 km^2
Population: 5.445.087
GDP per capita: $35.130
Human Development Index: 0,855

Area: 56.594 km^2
Population: 4.284.889
GDP per capita: $26.221
Human Development Index: 0,827

Source: Wikipedia

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

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

PTI stations for light vehicles	26
PTI stations for heavy vehicles	4
PTI stations for all vehicle categories	117
Total number of PTI stations	**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

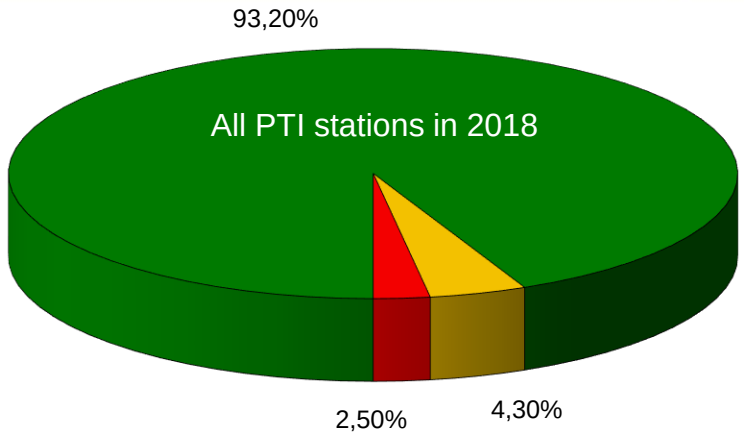
PTI results classification

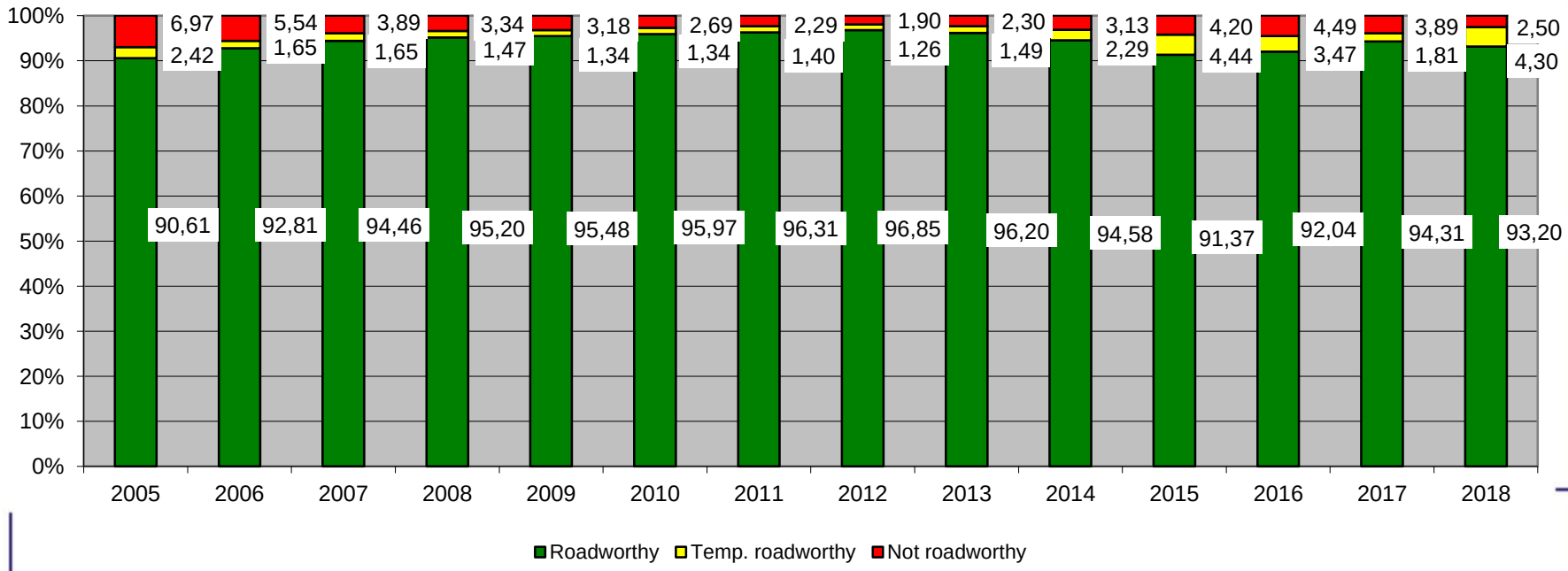
No or only minor defects (A)	**Vehicle is roadworthy**
One or more major defects (B)	**Vehicle is temporary roadworthy (for 60 days)**
One or more dangerous defects (C) or the same major defect (B) during re-test; vehicle is suspended from road traffic until the next successful PTI (max. 6 months)	**Vehicle is not roadworthy**

Statistics of PTI results

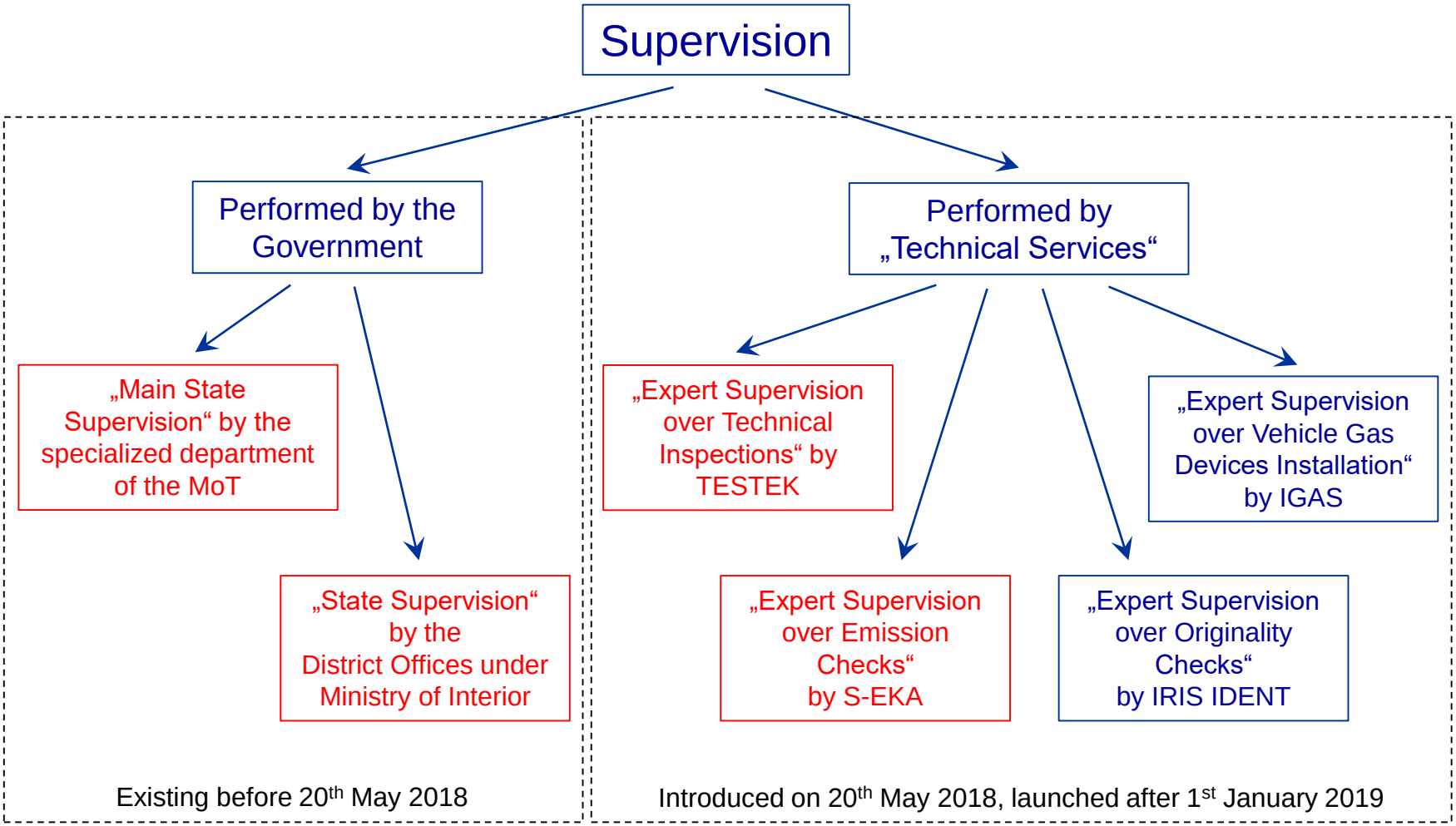
Total number of PTIs in 2018:

1.245.461

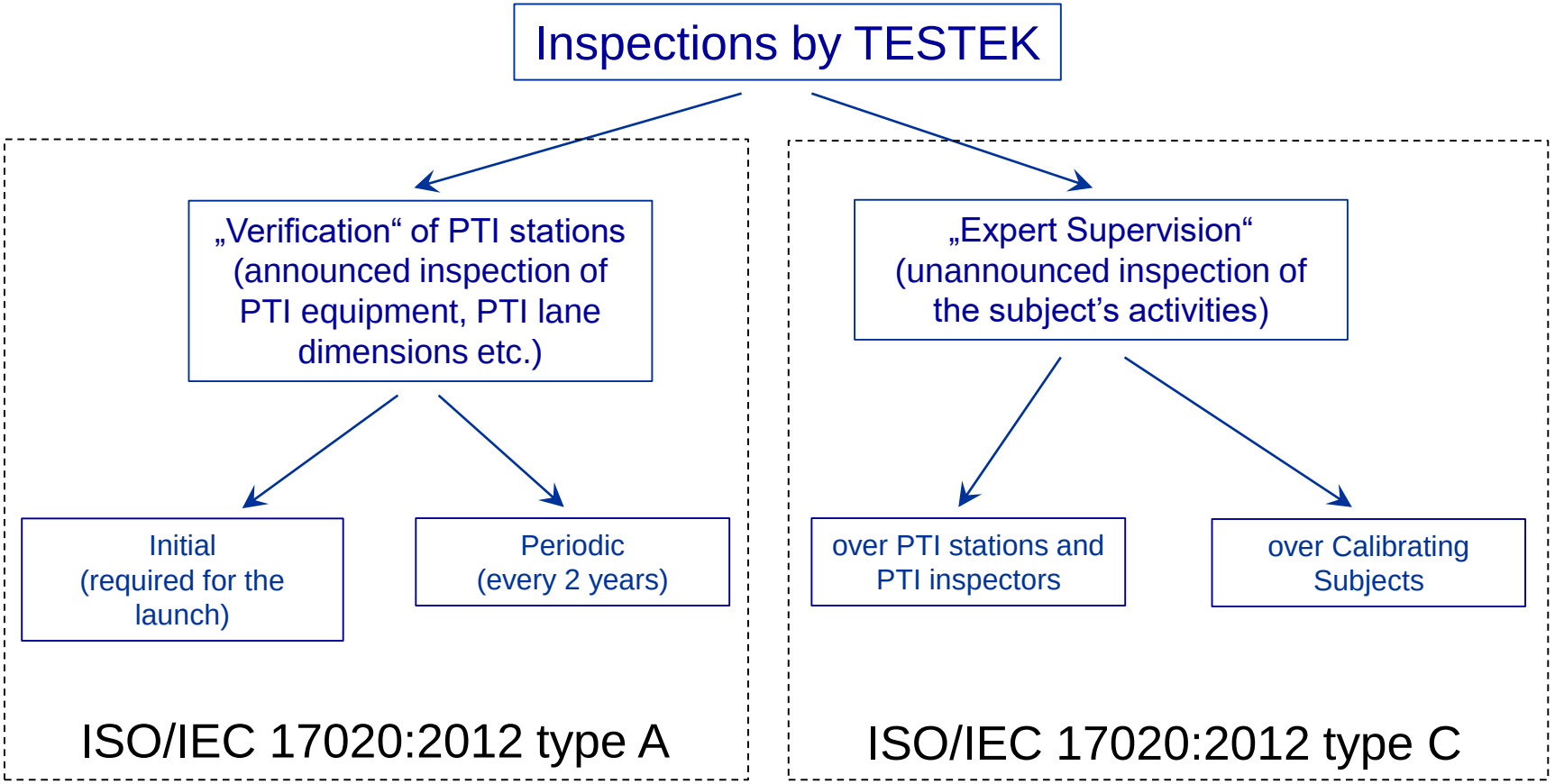




Supervision according to the new Act No. 106/2018 Coll.

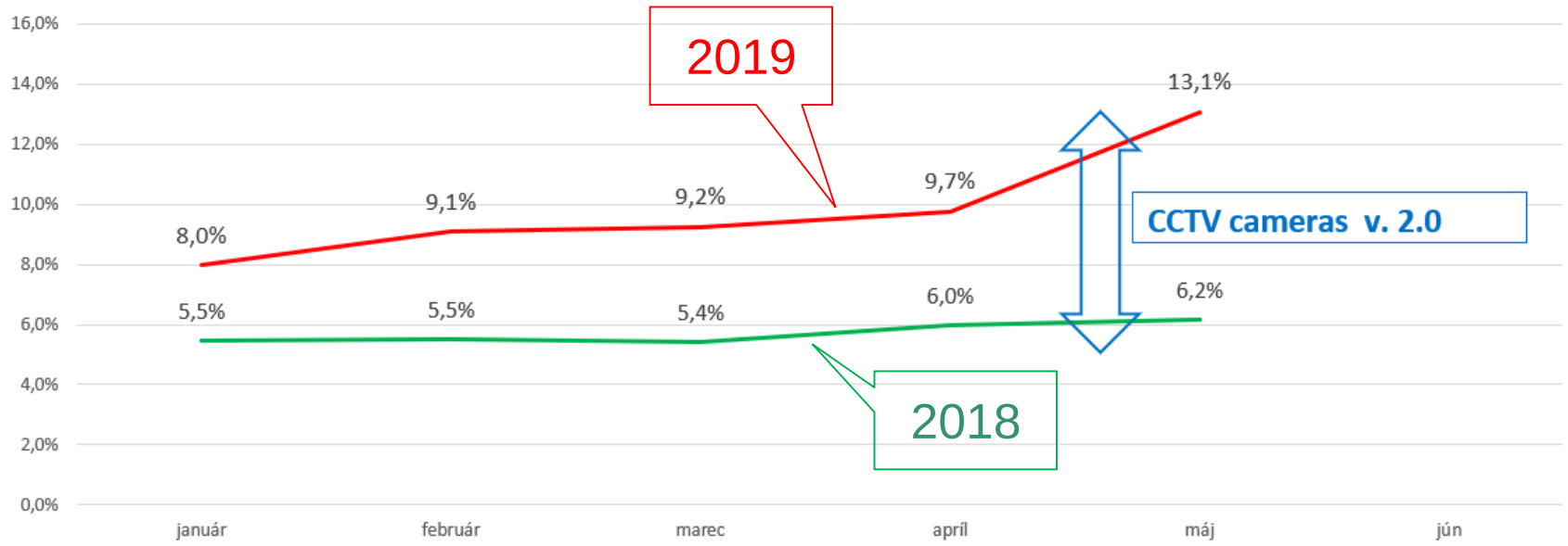


Accredited Inspections by TESTEK



Impact of the intensified supervision in recent months

PTI failure rate 2018/2019:



The End

Thank you for your attention