Technical roadside inspections

Commission proposal of July 2012 on Roadworthiness Package

Regulation establishing minimum standards

Annexes with technical details for risk-rating calculation, technical inspection, assessment of technical defects and deficiencies of cargo securing, inspection report and biannual reporting.
Technical roadside inspections

- Proposal examined by the European co-legislators European Parliament and Council

- COUNCIL adopted General Approach on 10. June 2013

- European Parliament voted on amendments on 2. July 2013
  \[\rightarrow\text{Still in ‘First Reading’}\]

Technical roadside inspections

- Trilogues – negotiation between European Parliament, Council and Commission – started
  \[\rightarrow\text{agreement on 60 points reached}\]

- Additional trilateral ‘technical meetings’ to support trilogues
  \[\rightarrow\text{agreement on all annexes (1 out of 128 issues still open)}\]
  \[\rightarrow\text{20 technical issues to be discussed further}\]

- Agreement possible before end of the year
  \[\rightarrow\text{4 political issues to be discussed further}\]
Legal form

*European Parliament* | *Council*
---|---
*Regulation* | *Directive*

Scope

*European Parliament* | *Council*
---|---
All commercial vehicles and their trailers | Commercial vehicles as of 3.5 t, trailers as of 3.5 t
Including vans | 
High speed tractors mainly used on public roads |
### Number of inspections

**European Parliament**

The total number of initial roadside inspections:
- at least 5% of commercial vehicles above 3.5 t that are registered or operating on its territory
- Vans and high speed tractors not included

**Council**

An appropriate number of initial roadside inspections, proportionate to the total number of commercial vehicles above 3.5 t that are registered and/or operating in its territory.

### Risk Rating

**European Parliament**

risk rating system using the following criteria in accordance with Annex I:
- Number of deficiencies
- Severity of deficiencies
- Time factor
- Number of checks

Both roadside inspections and periodic roadworthiness tests for commercial vehicles as of 3.5 t

Union system based on national systems interconnected throughout EU

**Council**

information concerning the number and severity of deficiencies set out in Annexes II (technical defects) and where applicable Annex IV (cargo securing) found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC (driving & resting time) for commercial vehicles as of 3.5 t
Risk Rating

**European Parliament**

Voluntary regular vehicle safety inspections to be taken into account for risk rating to allow undertakings to improve their risk profile

- Six month after periodic roadworthiness test
- Different starting dates
  - N2: 42 month after first registration
  - N3: 30 month after first registration
  - O4: 30 month after first registration

*Member States shall use the risk rating system established by Regulation (EC) No 1071/2009.*

**Council**

Binding starting date to include roadworthiness into risk-rating

Roadside inspection system

**European Parliament**

*Initial inspection*

- Check of roadworthiness certificate and/or latest roadside inspection report
- Visual check of vehicle condition
- Check compliance with other Union road transport legislation

**Council**

*Initial inspection*

- Check of roadworthiness certificate and/or latest roadside inspection report
- Visual check of vehicle condition
- May carry out visual assessment of cargo securing
- May carry out technical inspections to substantiate decision for more detailed inspection
Elements of more detailed inspections

**European Parliament**

*Mandatory check of*
- Braking
- Steering
- Chassis/frame
- Wheels and tyres
- Coupling equipment
- Nuisance: noise and exhaust fumes

The inspection of each of those areas shall cover all the items listed in Annex II that are considered necessary and relevant to those areas.

**Council**

A more detailed technical roadside inspection shall cover one, several or all of the items listed in Annex II and take into account the recommended methods applicable to the testing of those items.

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Inspection facilities

**European Parliament**

- Mobile inspection unit
- Testing centre

Where the inspections are to be carried out in a testing centre, they must be carried as soon as possible out in the nearest centre.

**Council**

- Mobile inspection unit
- Designated roadside inspection facility
- Testing centre

Where the more detailed inspections are to be carried out in a testing centre or designated roadside inspection facility, the closest practicable centre or facility shall be used.
### Inspection facilities

**European Parliament**

Mobile inspection units equipment necessary to assess the condition of the
- brakes,
- steering, suspension,
- emissions and
- weight of the vehicle.

**Council**

Mobile inspection units and designated roadside inspection facilities equipment necessary to assess the condition of the
- brakes,
- steering,
- suspension and
- nuisance of the vehicle.

When equipment required to check an item indicated at initial inspection not available, the vehicle shall be directed to an inspection centre.

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### Assessment of deficiencies

**European Parliament**

- Minor deficiencies
- Major deficiencies
- Dangerous deficiencies

In case of deficiencies in the same group shall be classified in the next more serious group if the combined effect of those deficiencies results in a higher risk to road safety.

**Council**

- Minor deficiencies
- Major deficiencies
- Dangerous deficiencies

In case of several deficiencies within the same inspection elements as defined in scope of test in Annex II may be classified in the next serious deficiency group if it can be demonstrated that the combined effect of those deficiencies result in a higher risk to road traffic safety.
**Cargo Securing**

**European Parliament**
- Reference to Best Practice Guidelines in recital
- Keep definition of 'cargo'
- Inspection of cargo based on existing standards
- Request Commission to come up with a specific legislative proposal for cargo securing

**Council**
- Include general principles of cargo securing
- Provide link to latest versions of applicable standards
- Provide for appropriate training for personnel performing checks on cargo securing

---

**Cargo Securing**

**European Parliament**
- Delete technical annex on inspection of the securing of cargo

**Council**
- Extend Annex with principles of cargo securing
- Acceleration forces
- Distribution of mass on vehicles
- Strength of vehicle superstructure
- Restraining methods
- List of applicable standards
### Follow up of deficiencies

**European Parliament**

- **Major defects:** to be rectified without delay and as close as possible

- **Dangerous defects:** no further use, to be rectified on the spot, possibility to reach next workshop if dangerous deficiencies have been provisorily fixed

**Council**

- **Major or dangerous defects** to be rectified without unjustified delay

- **Dangerous defects:** Member States may prohibit further use, possibility to reach next workshop if dangerous deficiencies have been provisorily fixed

### Inspection report – inspection database

**European Parliament**

- Inspection report to be filled in for more detailed inspections

- Information to be included into national transport undertaking register (Reg. E(EU) 1071/2009)

- Communication to other Member States via ERRU

**Council**

- For initial inspection statistic record only (country, Vehicle category, outcome)

- Inspection report to be filled in for more detailed inspections

- Data to be kept for 36 month
### Cooperation between Member States

<table>
<thead>
<tr>
<th><strong>European Parliament</strong></th>
<th><strong>Council</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Foreign vehicles with major or dangerous deficiencies to be reported to Member State of registration via national road transport undertaking register (Reg. (EU) 1071/2009) Information to be introduced in risk-rating system Member States shall provide information on risk-score of an undertaking to authorities where vehicle is checked.</td>
<td>Foreign vehicles with major or dangerous deficiencies to be reported to Member State of registration via national road transport undertaking register (Reg. (EU) 1071/2009)</td>
</tr>
</tbody>
</table>

### Concerted roadside inspections

<table>
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<tbody>
<tr>
<td>Concerted roadside inspections at least six times per year May be combined with those following Dir. 2006/22</td>
<td>Concerted roadside inspections to be performed regularly May be combined with those following Dir. 2006/22</td>
</tr>
</tbody>
</table>
Summary

- Political agreement on whole Roadworthiness Package is feasible before end of this year

- Still several points to be negotiated

- But
  nothing is agreed before everything is agreed

Thank you!