

### The EU Roadworthiness Package has been adopted and ready for publication

The European Union Roadworthiness Package "EU-RWP" has been adopted by the EU Parliament and Council, a signatory ceremony took place on 3 April, the three Directives constituting the EU-RWP are now ready for publication in the Official Journal of the European Union and to our best estimate, likely to enter into force by early June 2014. Its principal objective is to enhance road safety and environmental protection, and thus supporting the Commission's objective to reduce road fatalities by 50% over the period 2010 - 2020.

As reported before, all three proposed Directives were adopted on 11 March by the EU Parliament:

- PTI - Periodic Technical Inspections: 557 votes in favor, 81 votes against, 43 abstentions
- RSI - RoadSide Inspections: 646 votes in favor, 25 votes against, 14 abstentions
- Registration Documents: 651 votes in favor, 24 votes against, 7 abstentions

All three proposed Directives were adopted on 23 March by the EU Council:

- PTI: unanimous
- RSI: except for Germany all in favor
- Registration documents: unanimous

One EU Member State, Latvia, stated officially its concern on the testing frequencies for N1 vehicles not having been increased.

The EU-Council documents are currently the latest editions publicly available. The content of the Directives is now final except for its EU numbering and the dates depending on its date of publication. All documents are published on the CITA website for your easy consultation, page link:

<http://www.cita-vehicleinspection.org/Membersonly/Allmembers/Library/Legislation/EC/tabid/217/Default.aspx>

The CITA Secretariat is following-up the official publication of these Directives in the EU Official Journal and will keep its members informed.

CITA will also start in very short term a comprehensive analysis of the content of these new Directives. This activity will be project managed involving CITA's Regional Advisory Group for Europe and its Policy Experts and Technical Experts. Our objective will be to identify points for clarifications and to decide prioritized points for supportive actions on its implementation and future enhancement. European Members will be consulted during this process and members will also be kept informed on the outcomes.

### PROVISIONS

The list of facts hereunder will provide you already with a good overview of the main new issues, together with an updated introduction timetable based on our current best estimate of the time schedule for publication in the EU Official Journal. However, in order to have a full understanding we would advise you to review the before mentioned full content documents.

The PTI and RSI Directives are setting minimum requirement provisions and are therefore providing considerable freedom for Member States with regard to implementation deadlines and more stringent national provisions.

**Date:** 15 April 2014

## New PTI Directive – Periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC

June 2018

- Latest date Members States to comply with the Directive provisions
- Inspectors to comply with minimum competence and training requirements
- European Commission shall adopt rules under delegated Acts on required technical vehicle information required for PTI, and with regard to the date format and access to this information.
- Information from car manufacturers free of charge or at reasonable price

May 2019

- Commission report on including light trailers and two and three wheeled vehicles in the Directive

May 2020

- Commission report evaluating the introduction of an electronic vehicle information platform to exchange vehicle specifications with car manufacturers, and test results and odometer readings with other Member States.
- Commission report on this new Directive with regard to harmonization, effectiveness of the provisions on the scope, the frequency of testing and mutual recognition and re-registration of vehicles in other Member States.

June 2021

- Electronic transmission of test results

January 2022

- 2 and 3 wheeled vehicles above 125cc (categories L3e, L4e, L5e and L7e) to be tested unless exempted by the Member State and replaced by alternative road safety measures
- Provisions to be decided by each Member State (Frequency, test items and test method)

June 2023

- Compliance with minimum requirements for testing facilities and equipment.
- Compliance with minimum provisions on supervising bodies

Other provisions to comply with depending on the date each individual Member State transposes the Directive into its national law with its possible additional national introduction requirements, but no later than June 2018:

- Inspection of tractors (T5), maximum speed over 40 kmh, and not primarily used for agricultural purposes. Frequency 4/2/2/...
- The use of tailpipe or OBD for emission inspections under certain conditions and depending on their Euro emission class 5 or 6, Euro 5 tailpipe or conditional, Euro 6 free choice between tailpipe or OBD.
- Use of electronic vehicle interfaces for electronically controlled systems: ABS, EPS, etc.
- The assessment of defects is now part of the Directive and no longer just a Recommendation from the EU Commission
- Minimum content and compliance with harmonized Union codes for the roadworthiness certificate
- Vehicles that can be exempted, now also:
  - Vehicles under diplomatic immunity
  - Vehicles exclusively used in small islands or sparsely populated areas
- More frequent testing is allowed if:
  - Accident if main safety systems are affected
  - Modifications on safety or environmental vehicle systems
  - Change holder registration certificate
  - Vehicle having at least 160000 km
  - Cases where road safety is seriously affected
- Rules on deficiencies
  - Minor – no re-testing
  - Major – re test within 2 months
  - Dangerous – Member State to decide if vehicle not used on public road and – limited time – no re-registration allowed
- Rules for supervising bodies

## **New Roadside Inspection Directive – Technical roadside inspections of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC**

June 2018

- Latest date for Members States to comply with the Directive provisions

May 2019

- Apply the risk rating system in order to select vehicles for inspection

May 2020

- Commission report to evaluate the benefits of including O2 trailers and N1 vehicles

May 2022

- Commission report on the effectiveness of the risk rating report

Other provisions to comply with depending on the date each individual Member State transposes the Directive into its national law with its possible additional national introduction requirements, but no later than June 2018:

- 5% of the vehicle fleet in the scope (M2, M3, N2, N3, O3 and O4 vehicles) of the Directive to be inspected each year, except for T5 vehicles
- Introduction of inspection of tractors (T5), maximum speed over 40 kmh, and not primarily used for agricultural purposes.
- The assessment of defects is now part of the Directive and no longer just a Recommendation from the EU Commission
- Member states are allowed to check security of loads, based on a recommended standard
- Member States are allowed to have other vehicle categories inspected
- Standardized form to be used by the Member States to report periodically to the European Commission
- More detailed technical inspection shall be carried out by inspectors complying with PTI Directive requirements and at relevant testing facilities for this: Mobile, dedicated PTI station, and at reasonable fees
- Vehicle can be prohibited from further use where justified for road safety reasons based on the deficiencies categorization
- Designation of a contact point for each Member State to exchange information

## **Amendment to the Council Directive 1999/37/EC on the registration documents for vehicles**

June 2018

- Latest date for Members States to comply with the Directive provisions

Other provisions to comply with depending on the date each individual Member State transposes the Directive into its national law with its possible additional national introduction requirements, but no later than June 2018:

- Member States are allowed to temporary suspend a vehicle registration for major and dangerous PTI deficiencies
- Validity of PTI certificate to be recognized by change of ownership between Member States
- Technical data for the purpose of PTI shall be made available to testing centers by the Member States

We trust this brief resume will already help you to understand the key features of the upcoming new provisions.

Wim Labro  
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