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## The Roadworthiness package

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With the aim of enhancing road safety, the European Commission has set on a path to revise roadworthiness legislation. The revised proposal targets 3 main Directives: the Periodic Roadworthiness Directive, the Directive on technical roadside inspections of commercial vehicles and that on the requirements for issuing registration certificates. The Commission thus sets out to achieve both the long term 'vision zero' objective of the Transport White Paper as well as a reduction of road deaths of 50% by 2020. These developments, apart from maintaining Member States' abilities to go beyond the minimum requirements, will bring forward an extension of scope to powered two/three wheelers, will set a certain target on the percentage of checks that should be performed on commercial vehicles in a given year and will aim at eliminating any conflicts of interests.

The first Directive that falls under the new proposals – 2009/40/EC – maintains the provisions on Member States' abilities to go beyond the minimum requirements while extending the scope of vehicles to be tested to powered two or three wheelers as well as that of older cars and high mileage ones. These new developments are set so as to adapt to the type of vehicle in question as well as its relative risk exposure. As an addition to previous Directives, the new proposal requires that results from roadworthiness tests be stored in national registers so as to enable an easier detection of mileage fraud. Important emphasis is now also placed on the checks themselves: not only should the standards of the quality of checks be extended to all Member States, but under no circumstances should quantity be seen as more important than quality. Additionally, in order to avoid any conflict of interest the neutrality and competences of those carrying out the checks is essential.

The second proposal targets the rules on roadside inspections of vehicles used in professional transport which brings forward a new requirement to attain a certain percentage of checks for registered commercial vehicles per year. Developments of this Directive are believed to lead to an increased level of enforcement which may identify other shortcomings in the field.

The third and final part of the proposal addresses the withdrawal and cancelations of registrations. Along with this new proposal the new requirements on electronic vehicle registration registers and follow up of notifications of roadworthiness tests results are laid down. The main idea behind this proposal is that roadworthiness testing and roadside checks would be more effective if access to complete information on the vehicle history and technical characteristics would be made available.



***CORTE is the Confederation of Organisations in Road Transport Enforcement. CORTE gathers and coordinates expertise on road transport , road safety and road security at European and international level, ensuring that the voice of its members is heard. CORTE supports the development of harmonized implementation of road legislation and harmonized best practices enforcement methodologies. The Confederation brings together three categories of members: Full members (National Authorities), Associate Members (Associations) and Observers (Industry).***



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