

ETSC's position on the roadworthiness package

European Parliament
Committee on Transport and Tourism
Public hearing on the roadworthiness package
22 January 2013

Introduction to ETSC

ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe

- ➔ Promoting an independent science-based approach to road safety policy
- ➔ Supported in our work by 47 member organisations across Europe
- ➔ Funded by our members, the European Commission, public bodies and corporate sponsors
- ➔ Bringing together practitioners, researchers, policy-makers and parliamentarians from across the whole of the EU

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Background

- ➔ In 2011, approximately 30,200 people were killed in the EU27 as a consequence of road collisions.
- ➔ Around 324,000 were seriously injured and many more suffered slight injuries.
- ➔ EU target of halving road deaths between 2010 and 2020 => no more than 15,500 deaths in 2020.
- ➔ The Commission's Road Safety Policy Orientations of July 2010 (objective 4) foresee action in the area of roadworthiness
- ➔ The EP Report on European Road Safety (the "Koch Report") of July 2011 calls on the Commission to come forward with legislation on roadworthiness (points 82 and 83).
- ➔ ETSC welcomes the roadworthiness package

Periodic roadworthiness tests

- ➔ Most of ETSC members support the proposed increased testing frequency of 4-2-1-1 for M1-N1-L-O2 vehicles
- ➔ However, quantity should not be a substitute for quality:
 - The highest level of qualification for inspectors should be assured
 - Neutrality and independence of inspectors need to be guaranteed
- ➔ ETSC welcomes the introduction of a testing regime for new in-vehicle technologies
- ➔ The inclusion of PTWs in periodical roadworthiness checks is also supported
- ➔ ETSC agrees to subject vehicles with high mileage (160,000 Km) to annual testing as it is already the case for taxis and ambulances.
- ➔ ETSC welcomes that the proposal includes the need for a vehicle involved in a collision to undergo a technical inspection after repairs.

Roadside Inspections

- ➔ ETSC welcomes extending the legislation to cover light commercial vehicles and their trailers
- ➔ ETSC supports the introduction of a risk-rating system aimed at focusing inspections on vehicles operated by undertakings with poor safety records
- ➔ ETSC agrees with setting a minimum % of the number of registered commercial vehicles to be inspected every year
- ➔ ETSC reiterates the need to guarantee qualification and independence of the inspectors
- ➔ ETSC welcomes the suggested cooperation between Member States' enforcement authorities
- ➔ ETSC stresses that roadside inspections should also be used as an opportunity to identify shortcomings in other areas of road safety related offences

Registration documents

- ➔ ETSC welcomes the proposal for a Directive and sees it as a fundamental tool for the enforcement of the roadworthiness testing and roadside inspection regime

Conclusion

➔ ETSC welcomes the three proposals as a step to improve road safety and as an important (but certainly not sufficient) contribution to achieving the EU road safety target

➔ Therefore, as the EU has exclusive competence on vehicle safety and vehicle type approval, ETSC has high expectations of the European institutions to show leadership in adopting further measures as a matter of priority to improve vehicle safety