



The transport companies' views on the roadworthiness package

EPTRAN, Brussels, 22 January 2013

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Evolution of IRU Membership

2013: 170 Members
in 74 countries

...and 26 CRIPA
Members in 22
countries

-  IRU Founding Member Countries
-  IRU Member Countries
-  IRU Regional Committee for Africa Member Countries



A Single Market for periodic tests

- All road transport vehicles must be correctly maintained and repaired to improve road safety.
- In 2009, only 12% of fatalities linked to accidents involving trucks. Only 5% of accidents involving trucks are due to technical failure.
- 1000 euro per day is the average cost to bring back a vehicle to have it tested. Most of these journeys run empty.
- No harmonised test results, due to use of different test equipment and procedures and different training of inspectors.

PRIORITY 1: A binding roadmap for more harmonisation and standardisation of all aspects of periodic tests to allow mutual recognition of test results and certificates.



Achievable targets for roadside inspections

- Different implementation of roadside inspection rules is a potential source of distortion of competition.
- Reductions in Member State enforcement budgets contradict EC proposal to increase the number of inspections.
- Intelligence lead inspections are unrealistic without one single approach in all Member States.
- Roadside inspections can be very time consuming and costly.

PRIORITY 2: Set achievable target for number of roadside inspections

PRIORITY 3: Minimise time losses, choose safe locations, avoid inconveniences, especially for passengers

- No European classification of deficiencies relating to cargo securing without harmonised EU rules on how to secure cargo.
- EC best practice guidelines ≠ harmonised EU rules.

PRIORITY 4: First propose harmonised EU rules on cargo securing, before proposing rules on how to enforce them.



The IRU Position on the roadworthiness package:

<http://www.iru.org/cms-filessystem-action/reso-cit/BR1081-en.pdf>



www.iru.org

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for a better future*



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