



Implementation of the roadworthiness package

European
implementation
assessment

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Road transport is the most common means of transport and the biggest cause of accidents in the EU. Taking this into consideration, the EU has developed a transport policy oriented towards safety and security through common standards and rules. In the context of this policy, in 2014 the EU adopted a roadworthiness package aimed at improving road safety through the introduction of common rules on periodic roadworthiness tests for motor vehicles and their trailers (Directive 2014/45/EU), vehicle registration documents (Directive 2014/46/EU), and roadside inspections of commercial vehicles (Directive 2014/47/EU).

The purpose of this European implementation assessment is to check whether the transposition into national law of the safety measures included in the package has led to the adoption of common standards in practice, and to assess the current state of play as regards information exchange and the mutual recognition of technical controls between Member States.

The analysis of the abovementioned aspects has highlighted a number of differences between Member States, mainly based on the low level of requirements set by certain provisions. Nevertheless, this does not seem to put the safety objectives of the package at risk for the time being.

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Executive summary

The roadworthiness package was adopted in 2014 and is composed of **three directives**, focused respectively on periodic roadworthiness tests; technical roadside inspections of commercial vehicles; and vehicle registration documents.

The package is **intended to**:

- contribute to the EU target of reducing deaths and serious injuries on Europe's roads;
- contribute to increasing the safety on public roads by protecting vulnerable users;
- create a common and harmonised framework for roadworthiness control, including common requirements for technical checks, equipment, knowledge and training of inspectors and cooperation between Member States;
- reduce the administrative burden through general data exchange (based on collaboration among national contact points (NCP)) and mutual recognition of roadworthiness certificates (CRW);
- reduce emissions in road transport caused by poor maintenance of vehicles;
- ensure fair competition for commercial vehicles.

The **three directives** included in the package, namely Directive 2014/45/EU on periodic roadworthiness tests, Directive 2014/46/EU on vehicle registration documents and Directive 2014/47/EU on technical roadside inspections for commercial vehicles and, introduced a number of new measures, such as:

- minimum frequency for Periodical Technical Inspection (PTI) of vehicles and minimum list of items to be tested;
- minimum standards for equipment used in testing centres, competences and training of inspectors and assessment of deficiencies;
- harmonised rules for cargo securing inspection (during roadside inspections of commercial vehicles above 3.5 t);
- mandatory controls of electronic safety components (such as ABS, ESC and air-bag);
- measures to combat mileage fraud.

The **aim of the present European implementation assessment** (EIA) is to serve as a source of evidence and support in the preparation of a dedicated implementation report by the European Parliament's Committee on Transport and Tourism (TRAN). Only the safety component of the roadworthiness package has been assessed for the purposes of this EIA.

Given the 'freshness' of the provisions of the package, which apply since May 2018,¹ this EIA took a closer look at the transposition measures taken at national level in order to reach the objectives set by the package. However, transposition per se was not the focus of the assessment. The question that underpinned the analysis of both national measures and the concrete functioning of some elements of the transposition was whether they were able to ensure a safe and harmonised framework based on common standards and harmonised rules on roadworthiness. The main source of information for this assessment was the **study on 'Roadworthiness package: Legal transposition, concrete functioning and readiness for the future', annexed to this EIA**. For the purposes of the assessment, an analysis was performed on around 450 national documents

¹ Some provisions will become applicable at a later date.

transposing the three directives in 27 Member States;² the analysis was complemented by a targeted consultation and several interviews. Even though the legal analysis of the national measures dealt with transposition only, the data collected on the ground provided the first evaluation results on the implementation of the package since its adoption. The assessment focused specifically on how implementation was being carried out with regards to mutual recognition of roadworthiness certificates and the exchange of information and cooperation among Member States. The coherence of the package – both internal and external – was also assessed.

Thus, this assessment tried to answer three questions, regardless of the level of requirements set by the corresponding provisions:

- Are the national measures transposing the package 'common enough' to lead to a harmonised framework at EU level?
- How are the exchange of information between national contact points (NCPs), the cooperation between Member States and the mutual recognition of roadworthiness certificates working in practice?
- Are the provisions of the package consistent and complementary both internally and when compared to other EU initiatives in the field?

The main conclusion of the assessment (regarding both mandatory and non-mandatory requirements) is that Member States' practices differ in certain aspects; these differences are mainly a consequence of the indicative prescriptions/procedures included in the package. That said, no major issues that could jeopardise the achievement of the safety objectives set by the package were identified.

At the same time, some of the provisions (mandatory or not) and other possible actions should be more carefully addressed in some Member States, in order to effectively contribute to the establishment of common practices and a harmonised framework at EU level. This is, for instance, the case with the frequency of the periodic test inspections, with some countries still requiring longer intervals than those set by the package (for some categories of vehicles), or with the way Member States have dealt with the requirement for carrying out cargo securing inspections. Moreover, the existence of a national electronic database for major and dangerous deficiencies in all Member States could contribute to the creation of a common framework to keep track of deficiencies, while a more intensive use of electronic tools could enhance the communication between the authorities involved (opinion shared by the stakeholders participating in consultation).

To sum up, it can be said that the exchange of information between NCPs and the mutual recognition of roadworthiness certificates work rather well, but there are also occasional difficulties that hamper the good functioning of the data flow.

As for their 'readiness for the future', the provisions of the package are in line with other recent EU actions and legislation in the field, such as the 2017 Valletta Declaration on road safety, the EU Road Safety Policy Framework 2021-2030 and Regulation (EU) 2019/2144 on type-approval requirements.

² The analysis of the transposition measures refers to the 27 Member States; national authorities from Switzerland, Norway and the United Kingdom also participated in the targeted consultation. Information on their respective situations is presented throughout the study.

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List of abbreviations

CRW	certificate of roadworthiness
EC	European Commission
EPRS	European Parliamentary Research Service
EU	European Union
NCP	national contact point
PC	passenger car
PTI	periodical technical inspection
RSI	roadside inspection
RW	roadworthiness
TRAN	European Parliament's Committee on Transport and Tourism

Table of Contents

Executive summary	I
List of abbreviations	IV
PART I: IN-HOUSE OPENING ANALYSIS	1
1. Safety of road transport in the EU: general considerations	1
2. The roadworthiness package	6
2.1. Main provisions of the package	6
2.2. Scope, methodology and data collection	10
2.3. Main findings of the assessment and conclusions	12
3. References	17
PART II: EXTERNALLY PREPARED RESEARCH PAPER	19
Executive summary	21
List of abbreviations	25
Country codes	26
1. Introduction	32
1.1. Policy context	32
1.2. Objective and scope of the study	33
2. Methodological overview	35
2.1. Task 1: Legal transposition of the roadworthiness package	35
2.2. Task 2: Actual functioning of the information exchange between Member States	36
2.3. Task 3: Coherence of the package	36
3. Legal transposition of the roadworthiness package	37
3.1. Objective of the package	37
3.2. Directive 2014/45/EU: periodic roadworthiness test	38

3.2.1. Overview of the provisions in the directive	38
3.2.2. Analysis of national measures	40
3.3. Directive 2014/46/EU: vehicle registration documents	52
3.3.1. Overview of the provisions in the directive	52
3.3.2. Analysis of national measures	53
3.4. Directive 2014/47/EU: technical roadside inspection	56
3.4.1. Overview of the provisions in the directive	56
3.4.2. Analysis of national measures	58
4. The information exchange between Member States	67
4.1. The stakeholder consultation	68
4.1.1. Methodology and approach	68
4.1.2. Sample composition	68
4.1.3. Questionnaire and direct interviews	69
4.2. Mutual recognition of certificates by Member States	69
4.2.1. Roadworthiness certificate (CRW)	70
4.2.2. Proof of test	74
4.3. Information records and exchange between Member States	75
4.3.1. Electronic record of information	75
4.3.2. Information exchange	80
5. Coherence of the package	85
5.1. Introduction	85
5.2. Internal coherence of the package	86
5.3. Coherence with EU policies and actions	89
6. Conclusions and recommendations	92

6.1. Conclusions	92
6.2. Recommendations	95
References	97
Annex I: Country fiches	99
Austria	99
Belgium	104
Bulgaria	112
Croatia	119
Cyprus	126
Czechia	131
Denmark	137
Estonia	141
Finland	148
France	152
Germany	158
Greece	162
Hungary	166
Ireland	172
Italy	176
Latvia	180
Lithuania	184
Luxembourg	190
Malta	194
Netherlands	199

Poland	204
Portugal	211
Romania	216
Slovakia	221
Slovenia	227
Spain	232
Sweden	237
Annex II: Questionnaire to national authorities	242
Annex III: List of respondent national authorities	248

Table of figures

Figure 1: Road traffic fatalities in the EU since 2001	2
Figure 2: Road traffic fatalities per million inhabitants by country, 2010-2019	2
Figure 3: Summary of policy options	7

Table of tables

Table 1 – Selected articles from the package that were considered by the transposition analysis ¹²	
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PART I: IN-HOUSE OPENING ANALYSIS

1. Safety of road transport in the EU: general considerations

Key findings

Safety on EU roads has significantly improved over the years and benefits from a holistic approach at EU level.

Despite efforts to improve EU road safety, progress in reducing road fatalities rates has stagnated in recent years. This is why a new approach has been adopted at EU level, based on 'vision zero' (zero fatalities by 2050) and 'safe system' (human fallibility and vulnerability are taken into account and the transport system is designed to protect people from death and serious injury).

Preliminary figures for 2019 show that the number of fatalities has decreased compared to the previous year, but progress remains slow (a decrease by only 2 % from 2018 to 2019), and the EU target of halving the number of road deaths between 2010 and the end of 2020 will not be met.

Safe transport is essential for EU citizens. This is why the EU has been making every effort to ensure common standards and rules of safety across its Member States, in road (and in all other modes of) transport, aiming at reaching ambitious goals culminating with the 'zero fatalities' target by 2050. At the same time, the EU approach to road safety is an inclusive one, covering various elements such as infrastructure, vehicle safety, driver behaviour, emergency response.

In 2010, the European Commission adopted road safety policy orientations, aimed at reducing road deaths in Europe by half in the following decade. One year later, the White Paper on Transport³ set the goal of moving to zero fatalities in road transport by 2050 and introduced several actions to support this policy orientation: improving education and training for road users and enforcing road rules; improving the safety of road infrastructure and vehicles; promoting the use of intelligent transport systems (ITS); improving emergency and post-injury services; and protecting vulnerable road users (pedestrians and cyclists).

As a future-oriented approach, road safety and its improvement have also been included in the EU Research and Innovation programme Horizon 2020,⁴ and considered both in the development of infrastructure and vehicle technologies, and in the wider context of transport safety.

Road safety has significantly improved in the EU over the years. European roads are much safer today than ever before and the number of fatalities has been reduced by half between 2001 and 2017.⁵ Nevertheless, the number of deaths and injuries remains high, which means that road safety should remain a priority for both the EU and its Member States.

The first data on road safety in 2019,⁶ released by the European Commission in June 2020, show a slight decrease (approximately 2 %) of fatalities caused by a road crash, but also the persistence of

³ European Commission, White Paper Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, [COM/2011/0144 final](https://ec.europa.eu/transport/policies/whitepaper/COM/2011/0144_final).

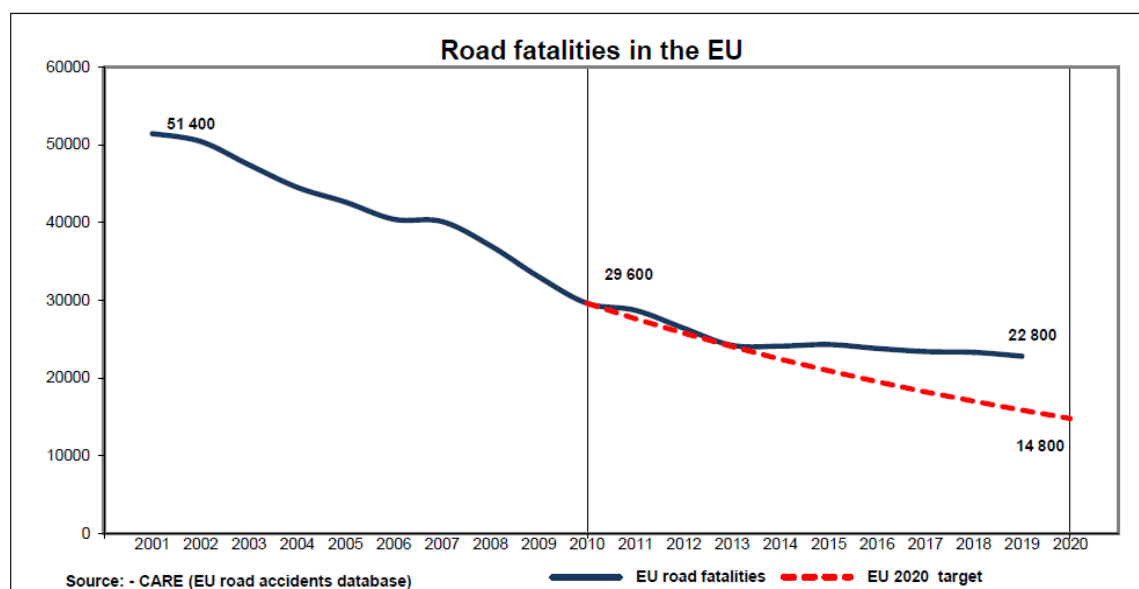
⁴ For more details on Horizon 2020, see <https://ec.europa.eu/programmes/horizon2020/en/h2020-sections>.

⁵ According to <https://www.roadsafetyfacts.eu/>.

⁶ For more details, see https://ec.europa.eu/commission/presscorner/detail/en/qanda_20_1004.

significant differences between Member States: four times more road deaths in the worst-performing country than in the best.

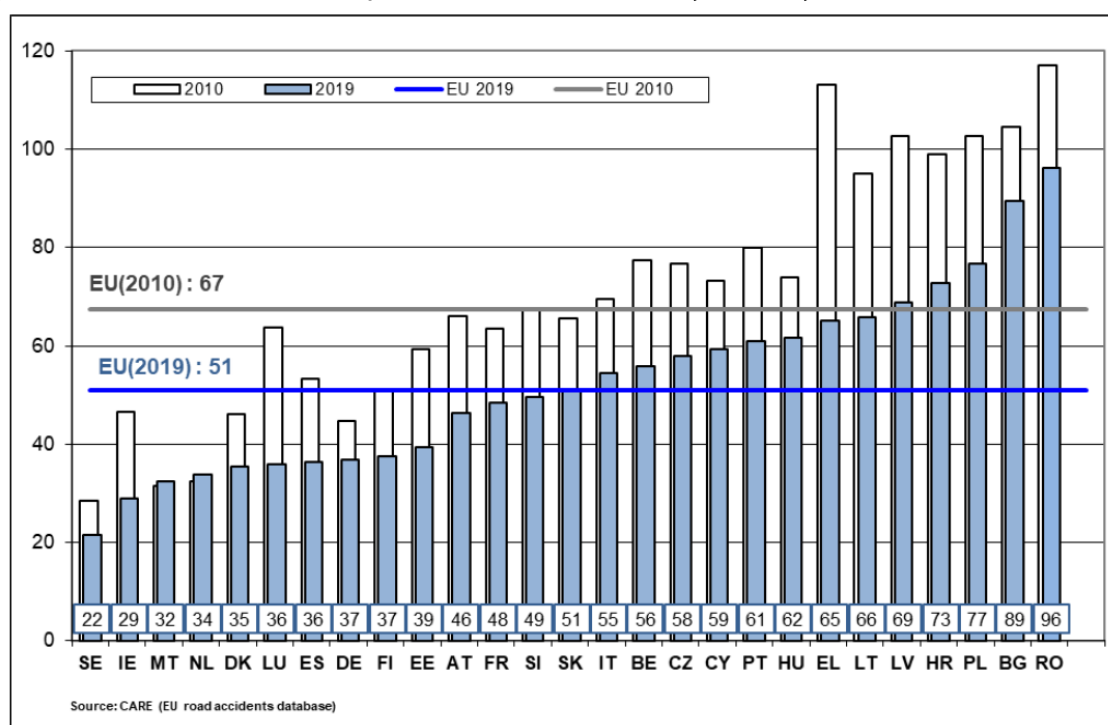
Figure 1: Road traffic fatalities in the EU since 2001



Source: European Commission [website](#), 2019 road safety statistics.

According to Commission data, the safest roads were in Sweden (22 deaths/million inhabitants) and Ireland (29/million), while Romania (96/million), Bulgaria (89/million) and Poland (77/million) reported the highest fatality rates that year.

Figure 2: Road traffic fatalities per million inhabitants by country, 2010-2019



Source: European Commission [website](#), 2019 road safety statistics.

The Commission also pointed out the significant progress made by some countries (Greece, Spain, Portugal, Ireland, Latvia, Lithuania, Estonia and Croatia), which recorded a 30-40 % reduction of road fatalities compared to 2010. It appears that, despite an important decrease in road fatalities between 2010 and 2019 (by 23 %), the EU target of halving the number of road deaths between 2010 and the end of 2020 will not be met.

The EU approach to road safety was assessed at mid-term (2015), both as regards the 'aspirational target for the reduction of road fatalities by 2020' and the actions envisaged by the European Commission to reach this target. The assessment concluded that 'The policy framework remains relevant. The target, the focus areas and the specific actions tackle serious road safety problems. All main road safety challenges except the continued over-representation of men among road traffic victims are directly targeted by actions under the framework. In order to achieve the target, the road safety policy framework should remain complete and holistic to cover all road user groups. There needs to be a focus both on motorised road users (the majority of the road fatalities) and on vulnerable road users (for whom fatality rates have decreased less than average)'.⁷ At the same time, the evaluation pointed out that 'the target for the reduction of fatalities focuses only on part of the road safety problem. The strategic target does not address the major problem of the high number of serious road traffic injuries'.⁸

This assessment was complemented in 2018 by a technical study⁹ that was more future-oriented and made recommendations for a new road safety strategy covering the 2020- 2030 period. Providing leadership on road safety, extending the scope of current goals (introducing a new long-term goal regarding serious injuries: moving to zero fatalities), setting intermediate targets (reducing the number of deaths and serious injuries by 50 % by 2030 – using 2020 as the baseline) and establishing key road safety performance indicators, are some of the main issues considered in the document.

In the larger context of the current EU approach to mobility,¹⁰ aimed at modernising mobility and transport, the European Commission included in its third mobility package (adopted in 2018) a communication presenting a Strategic action plan on road safety for 2020-2030. Through the approach of 'safe mobility' referred to in this third package, the Commission 'is taking measures with strong EU added-value to contribute to safe roads and to a Europe that protects', such as: car equipment with advanced safety features and support to Member States to systematically identify dangerous road sections and to better target investment. The Commission estimates that these two measures 'could save up to 10,500 lives and avoid close to 60,000 injuries over 2020-2030, thereby contributing to the EU's long-term goal of moving close to zero fatalities and serious injuries by 2050 ("Vision Zero")'.¹¹

The EU Road safety policy framework 2021-2030,¹² published in 2019, focuses in greater detail on the way the new Strategic action plan will be put in practice and integrates the idea of a safety policy framework based on the safe system approach. The elements contained in the action plan are linked to road safety key performance indicators (KPIs) that are to be measured across EU Member States

⁷ Commission Staff Working Document, On the interim evaluation of the EU road safety policy framework 2011-2020, [SWD\(2015\) 116 final](#), p. 4.

⁸ idem.

⁹ European Commission, Preparatory work for an EU Road safety strategy 2020-2030, [Final Report](#), 2018.

¹⁰ This approach (mobility package) includes three parts: Europe on the Move – on clean, socially fair, competitive mobility; clean mobility; and safe, clean and connected mobility.

¹¹ European Commission [website](#), Mobility and Transport.

¹² Commission Staff Working Document, EU Road Safety Policy Framework 2021-2030 - Next steps towards 'Vision Zero', [SWD\(2019\) 283 final](#).

(with outcome targets to be adopted in the future); access to funds to support road safety is to be improved; and new legislation on enforcement, driving licences and automated vehicles is to be adopted in the near future. All these measures are intended to support the vision zero (zero fatalities by 2050) and the safe system approach¹³ (including long term visions or goals to eliminate death and serious injury; challenging but achievable targets; and enforcement of institutional management systems).

As a shared competence between the EU and its Member States, road safety is based both on national measures and on actions and interventions at EU level. In 2017, the Member States also confirmed their commitment to supporting and enhancing road safety, by adopting the Valetta Declaration¹⁴ under the Maltese Presidency of the Council of the European Union. The declaration invites both Member States and the European Commission to take action to improve road safety, in order to reach the 2020 fatality reduction target, but also to look forward and to prepare the post-2020 common approach.

The European Parliament has shown a constant concern for road safety and adopted a series of resolutions over the years, covering the various elements of the EU approach in the field. Among the most recent ones, the resolution¹⁵ on Saving lives: Boosting car safety in the EU (2017) insisted on the need to introduce new targets for halving the number of serious injuries on the roads in the EU after 2020. In this resolution, Parliament furthermore made several recommendations on the general aspects of safety, driver-assistance systems and safety measures for accident prevention, to name a few.

The 2018 resolution¹⁶ on Cooperative Intelligent Transport Systems (C-ITS) urged the European Commission to, inter alia, present a clear timetable with targets for the 2019-2029 period and give priority to the deployment by 2019 of the C-ITS services with the highest safety potential. Moreover, the 2018 resolution insisted on the need to incorporate safeguard systems during the phase of co-existence between connected and automated vehicles and traditional non-connected vehicles, so as not to put road safety at risk.

In 2019, in the resolution on autonomous driving in European transport, the European Parliament welcomed the Commission communication on the road to automated mobility, even if it lacked analysis of and proposals for autonomous vehicles in all modes of transport. As regards road transport, the resolution insisted on the need for common efforts at national and EU level to support innovation so as to reduce human error, traffic incidents and road fatalities. Among other things, it pointed at the importance of adopting an ambitious new general safety regulation for motor

¹³ 'According to the Safe System approach, death and serious injury in road collisions are not an inevitable price to be paid for mobility. While collisions will continue to occur, death and serious injury are largely preventable. The Safe System approach aims for a more forgiving road system. It accepts that people will make mistakes, and argues for a layered combination of measures to prevent people from dying from these mistakes by taking the physics of human vulnerability into account. Better vehicle construction, improved road infrastructure, lower speeds for example all have the capacity to reduce the impact of crashes. Taken together, they should form layers of protection that ensure that, if one element fails, another one will compensate to prevent the worst outcome. This approach involves multi-sectoral and multidisciplinary action and management by objectives, including timed targets and performance tracking.', Commission Staff Working Document, EU Road Safety Policy Framework 2021-2030 - Next steps towards 'Vision Zero', [SWD\(2019\) 283 final](#).

¹⁴ The full text is available [here](#).

¹⁵ European Parliament resolution of 14 November 2017 on Saving lives: Boosting car safety in the EU ([2017/2085\(INI\)](#)).

¹⁶ European Parliament resolution of 13 March 2018 on a European strategy on Cooperative Intelligent Transport Systems ([2017/2067\(INI\)](#)).

vehicles and at the need for safe, high-quality road infrastructure that would facilitate the use of automatic and autonomous vehicles.

In addition to public institutions, civil society at both national and EU level is encouraged to be an active participant in raising awareness and carrying out road safety actions and initiatives. An example of civil society involvement is the European Road Safety Charter,¹⁷ led by the European Commission. This is the largest civil society platform dedicated to road safety and its members are involved in strengthening road safety culture across Europe, improving common knowledge about the causes of accidents and helping to create preventative measures and solutions.¹⁸

¹⁷ <https://erscharter.eu/>

¹⁸ See European Road Safety Charter [website](#).

2. The roadworthiness package

Key findings

The three directives included in the package (covering roadworthiness tests for motor vehicles, technical roadside inspections of commercial vehicles, and registration documents for vehicles) have been transposed by a large majority of Member States. Some differences between Member States exist with regard to the practical implementation of the directives, mainly due to differences in the way non-mandatory provisions have been incorporated in national legislations. Nevertheless, these differences do not seem to put at risk the achievement of the safety objectives set by the package. However, there are aspects that should be considered more carefully by some Member States, both as regards mandatory requirements and indicative measures (such as the frequency of PTIs or the question of cargo securing inspection) in order to fully meet the objective of a harmonised EU framework.

As regards mutual recognition of roadworthiness certificates and information exchange between national contact points, things seem to work rather well in practice, even if Member States do face occasional difficulties. The consulted stakeholders remain confident that a more intensive use of electronic tools/platforms can improve communication and information exchange.

Overall, the provisions of the package appear to be consistent and complementary, both among themselves and with other EU initiatives in the field.

As already stated, road safety is a shared competence between the EU and its Member States, which means they should all take appropriate measures to ensure safety on public roads. At EU level, several policy frameworks have been adopted over the years, in accordance with Article 91(c) of the Treaty on the Functioning of the European Union (TFEU) (the possibility for EU legislators to lay down measures to improve transport safety).

The EU legal frameworks that shape the EU road safety policy are very inclusive and take into consideration a variety of aspects, from driving licences to training, from road infrastructure to vehicles, from working conditions and tachographs to transport of dangerous goods and enforcement of road safety.

With regard to vehicles, a series of EU legal acts have been adopted in the past decade with the aim to establish common standards and improve common approaches regarding road safety. The roadworthiness package dealing with vehicle registration documents and vehicle technical controls is a part of this series. It includes EU Directive 2014/45 on periodic roadworthiness tests,¹⁹ EU Directive 2014/46 on vehicle registration documents²⁰ and EU Directive 2014/47 on technical roadside inspections for commercial vehicles.²¹

2.1. Main provisions of the package

In 2012, the European Commission published an impact assessment accompanying its legislative proposals on periodic roadworthiness tests for motor vehicles, technical roadside inspections of

¹⁹ Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC, [OJ L 127](#), 29.4.2014, pp. 51–128.

²⁰ Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, [OJ L 127](#), 29.4.2014, pp. 129–133.

²¹ Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC, [OJ L 127](#), 29.4.2014, pp. 134–218.

commercial vehicles and registration documents for vehicles, which concluded that the scope of the legislation in force at that moment was too narrow and the established level of requirements too low, while information and data vital for the effectiveness of testing and enforcement of test results were not exchanged between the entities concerned.²²

In this context, the Commission analysed the costs and benefits of three policy options.

Figure 3: Summary of policy options

	<i>Minimum EU standards for PTI and roadside inspections</i>	<i>Data exchange</i>
<i>Policy Option 0</i>	<i>No policy change</i>	
<i>Policy Option 1 (PO 1)</i>	<i>Soft law</i>	
<i>Policy Option 2</i>	<i>Legislative approach</i>	
<i>PO 2a</i>	Moderate increase in the minimum standards for PTI and roadside testing	Data exchange platform
<i>PO 2b</i>	Advanced increase in the minimum standards for PTI and roadside testing	
<i>PO 2c</i>	Highest increase in the minimum standards for PTI and roadside testing	
<i>Policy Option 3</i>	<i>Soft law + Legislative approach</i>	
<i>PO 3a</i>	PO 2a + PO 1	PO 2 + PO1
<i>PO 3b</i>	PO 2b + PO 1	
<i>PO 3c</i>	PO 2c + PO 1	

Source: European Commission Impact Assessment, [SWD \(2012\) 206 final](#); PTI = Periodic Technical Inspection.

PPTI is crucial to ensuring that vehicles on public roads are properly maintained and tested. As indicated in the impact assessment, evidence available at that date showed that there were too many vehicles with significant deficiencies on the roads and that this was an important cause of accidents, injuries and fatalities.

At the same time, even if at Member State level most of the data needed to make the roadworthiness system more effective were collected and stored, 'the different databases are currently not connected, which makes it impossible to exploit their potential for increasing the effectiveness and strengthening the enforcement of roadworthiness'.²³

The Commission concluded that 'policy option 3b offers the highest reduction in fatalities under a positive cost-benefit ratio, and is thus seen as the preferred option'²⁴ and proposed the adoption of a regulation on periodic roadworthiness tests for motor vehicles and their trailers, a regulation on

²² European Commission, Roadworthiness Package, Commission Staff Working Paper, Impact Assessment, [SWD\(2012\) 206 final](#).

²³ *idem*, p. 87.

²⁴ *idem*, p. 62.

the technical roadside inspections of the roadworthiness of commercial vehicles, and a directive on the registration documents for vehicles.

The threefold legislative package, adopted by the Parliament and the Council in 2014, was intended to put in place minimum EU-level standards in order to enhance road safety and positively foster the reduction of road fatalities, as well as to ensure environmental protection. The European Commission's proposals finally took the legal form of directives, giving the Member States room for manoeuvre as to how they were to achieve the goals set by the package.

Roadworthiness testing contributes to the 'vision zero' by making sure that vehicles circulating on public roads are in good condition. Vehicles with malfunctioning technical systems can cause road crashes involving injuries and fatalities.

Directive 2014/45/EU, in application since 20 May 2018, sets minimum standards for the periodic roadworthiness tests of motor vehicles and their trailers. According to both national and EU legislation, all vehicles circulating on public roads should be kept in a roadworthy condition in order to ensure road safety. To this end, roadworthiness testing exists, allowing to retain the vehicle's original design and manufacture in service. Roadworthiness testing contributes to making sure that vehicles are kept in a safe and environmentally²⁵ acceptable condition.

PTIs are regular vehicle checks foreseen by law. Directive 2014/45/EU aims to improve road safety by setting minimum requirements for the PTIs of vehicles and trailers in the EU. Its provisions apply to vehicles capable of running at more than 25 km/h, and therefore cover several categories of vehicles. For each category, the directive introduces specific minimum testing frequencies:

- passenger cars and light commercial vehicles (categories M1 and N1) will be tested four years after the date when first registered, and thereafter every two years;
- vehicles in category M1 used as taxis or ambulances, buses or minibuses (M2, M3), heavy goods vehicles (N2, N3) and heavy trailers (O3, O4) will be tested one year after first registration and thereafter yearly;
- fast tractors with a design speed above 40 km/h (T5) and used commercially will be tested four years after registration, and thereafter every two years;
- for two- or three-wheel vehicles of the vehicle categories L3e, L4e, L5e and L7e with an engine displacement of more than 125 cm³, it is left for the Member States to define the test frequency. These vehicles will be tested from 1 January 2020.

The following vehicles may be excluded from a PTI by the Member States: vehicles of historic interest, diplomatic vehicles, and vehicles used by the armed forces, police, customs, fire services or for agricultural and forestry purposes only, and vehicles used exclusively on small islands. Two- or three-wheel vehicles may also be excluded, if the Member States has put in place effective alternative road safety measures.

As regards the frequency of testing, some specific situations are also foreseen: vehicles might be required to undergo a test before the due dates: after an accident; where the holder of the registration certificate has changed; on reaching 160 000 km; and in cases where road safety is seriously affected.

At the same time, the directive puts in place common requirements with regard to:

²⁵ The environmental aspect of the package is not covered by this European implementation assessment (see also next section on the approach and methodology).

- testing centres: each Member State must authorise testing centres; inspectors must meet competence criteria and be free from any conflict of interest;
- deficiencies: there are three categories of deficiencies – minor, major and dangerous; the latter two may lead to a ban on using the vehicle on public roads until the fault is rectified;
- roadworthiness certificate (CRW): the certificate of a vehicle registered in one Member State must be recognised by other EU Member States when the vehicle is re-registered, even where ownership has changed; from 2021, testing centres will be required to send relevant information to the competent authority of their country;
- odometer fraud: data from the preceding test have to be made available to the inspectors. Odometer manipulation in order to modify the real distance a vehicle has covered has to be made punishable by the Member States.

The directive also invites the European Commission to examine the feasibility of a European electronic vehicle information platform (the study on the feasibility of the platform was released in 2015²⁶). According to Article 16 of the directive, existing and already implemented IT solutions with regard to international data exchange should be taken into account to minimise costs and avoid duplication.

Directive 2014/46/EU, in application since 20 May 2018, modifies some provisions of Council Directive 1999/37/EC on the registration documents for vehicles in order to better contribute to the road safety approach by establishing common standards among EU countries. As already affirmed through Council Directive 1999/37/EC, the aim is to simplify the process of vehicle documents verification and understanding in the case of vehicles registered in one EU country checked on the roads of other EU countries or being transferred and re-registered.

The new provisions relate to the electronic record of data and introduce the following requirements:

- an obligation for Member States to keep an electronic record of data on all vehicles registered on their territory;
- an electronic record of the suspension of a vehicle's authorisation after a failed PTI, notified to the vehicle registration authority (in accordance with Article 3a: 'Where the competent authority of a Member State receives notification of a periodic roadworthiness test showing that the authorisation to use a particular vehicle in road traffic has been suspended in accordance with Article 9 of Directive 2014/45/EU, the suspension shall be recorded electronically and an additional roadworthiness test shall be carried out.') The suspension shall be effective until the vehicle has passed a new roadworthiness test. On successful completion of the roadworthiness test, the competent authority shall re-authorise the use of the vehicle in road traffic without delay. No new registration shall be necessary);
- exchange of information between Member States (non-mandatory) to assist each other in the implementation of the directive (Article 9: 'They may exchange information at bilateral or multilateral level in particular so as to check, before any registration of a vehicle, the latter's legal status, where necessary in the Member State in which it was previously registered. Such checking may in particular involve the use of an electronic network, comprising data from national electronic databases to facilitate the exchange of information.').

Directive 2014/47/EU, in application since 20 May 2020, establishes minimum requirements and harmonised rules for the technical roadside inspections of commercial vehicles in the EU. Its

²⁶ The text is available [here](#).

provisions apply to busses and coaches (categories M2 & M3), trucks (N2 & N3) and trailers of over 3.5 tonnes (O3 & O4), as well as tractors used for commercial road haulage and capable of over 40 km/h (T5). Member States are given the freedom to extend the categories of vehicles to be checked (light commercial vehicles can also be included, for instance) or the types of roads where checks are operated (other than public roads).

The main provisions of Directive 2014/47/EU cover:

- inspections: can be initial or more detailed (placing a particular focus on brakes, tyres, wheels and chassis, as well as nuisances); they should remain proportionate to the number of vehicles registered in each EU Member State, but at least 5 % of all commercial vehicles registered in the EU should be inspected each year;
- inspectors: must be free from any conflict of interests in order to do an impartial check, and their remuneration must not be dependent on the outcome of their inspections; when selecting a vehicle for inspection they must not discriminate the driver or the country of registration on grounds of nationality; inspectors carrying out more detailed inspections must comply with the training requirements for PTI inspectors;
- drivers: have the obligation to keep the most recent roadworthiness certificate and the most recent roadside inspection report (if available) inside the vehicle; they must give the inspectors access to the vehicle, its parts and documents;
- deficiencies: there are three categories of deficiencies: minor, major and dangerous; in case of major and dangerous deficiencies, they must be rectified before the vehicle can be used on public roads again;
- cargo securing: common standards for cargo securing, principles for inspections and evaluation of deficiencies;
- exchange of information: each Member State designates a contact point in charge of information exchange with and assistance to other EU Member States' contact points. Concerted roadside inspection activities with neighbouring EU countries are also expected.

The 'new' risk-rating system (originally established by Directive 2006/22/EC and completed by Directive 2014/47/EU), applies since 2019 and allows the inspectors to identify transport companies with a high-risk profile, so that they may be checked more closely and frequently.

In accordance with Article 20 of Directive 2014/45/EU, 'by 30 April 2020, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the level of harmonisation of periodic roadworthiness tests, the effectiveness of the provisions on its scope, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State and the results of the examination concerning the feasibility of introducing an electronic vehicle information platform as referred to in Article 16. The report shall also analyse whether there is a need to update the Annexes, particularly in the light of technical progress and practices'. At the time of drafting of this European implementation assessment, the report was still under preparation.

2.2. Scope, methodology and data collection

On 26 November 2019, the coordinators of the European Parliament's Committee on Transport (TRAN) decided to launch an own-initiative implementation report on the safety aspects of the roadworthiness package. In this regard, the TRAN Secretariat asked the Ex-Post Evaluation Unit within the EPRS to assist in the preparation of the implementation report with a European implementation assessment (EIA) examining the national safety measures transposing the roadworthiness package in the Member States.

The purpose of this EIA is to check whether the transposition of some provisions of the package, regardless of their level of requirements, can lead to common standards in practice or, on the contrary, the discretion given to the Member States has resulted in the adoption of different safety standards across the EU. Furthermore, the research project tries to give input regarding the extent to which the EU roadworthiness framework is ready for testing new sophisticated safety features.

The main source of evidence of this EIA is the study²⁷ annexed to it, which collected data on the transposition measures in all 27 Member States, as well as with regard to the practical functioning of the general information exchange between NCPs and the mutual recognition of roadworthiness certificates. The driving question was whether both the way Member States have transposed some of the requirements of the package and the way they have considered its 'non-mandatory' provisions can contribute to a common framework and common practices reflecting the safety measures introduced by the package. From this perspective, not only the minimum standards/requirements but also the indicative ones and the Member States' potential actions could and should contribute to a common ground and a common understanding of the objectives of the package; as the attached study (hereafter the roadworthiness study) revealed, it is the low level of mandatory requirements that generally leads to more differences among the Member States in terms of their practices.

The roadworthiness study was conducted by TRT Trasporti e Territorio. For the purposes of this research, three complementary methodological tools have been used in order to answer the following questions:

- Have the measures (mandatory, indicative or possible actions) included in the roadworthiness package led to the approximation of common standards in the area of technical control and thereby contributed to strengthening road safety at EU level? For this task, a comparative analysis of the national measures transposing the three directives included in the package was performed, based on the in-depth check of more than 450 documents from 27 Member States related to the three directives;
- What is the state of play as regards the information exchange between NCs and the mutual recognition of roadworthiness certificates between Member States? For this task, on-field evidence was gathered through a targeted consultation (structured questionnaire) and direct interviews (to clarify some replies in the questionnaires or to fill some gaps). From the 27 national authorities contacted, 23 different organisations from 21 Member States were actively involved and six stakeholder interviews were conducted (only where clarifications were needed). Switzerland, Norway and the United Kingdom also contributed to the data collection;
- Are there any coherence problems both internally (between the various components of the package) and externally (between the package and other EU actions with similar objectives)? For this task, the links between objectives, activities and outputs were considered in order to check whether the package is capable to attain its road safety objectives and to check its consistency with other EU legislation in the area of road safety, adopted before or after the roadworthiness package.

We consider that a full-fledged evaluation of the impact of the three directives in the sense of the Better Regulation Guidelines²⁸ is not relevant yet, given the short interval between the directives' entry into application and the drafting of this EIA. Through the evidence we have gathered thus far,

²⁷ E. Pastori, E. Gualandi, M. Laoreti and L. Santoro, Roadworthiness package: Legal transposition, concrete functioning and readiness for the future, 2020.

²⁸ Available [here](#).

it is already possible to identify certain positive elements, differences, problematic issues and shortcomings. Nevertheless, the implementation period is not long enough to allow us to draw overall conclusions on the success or failure of the package as regards its effectiveness, efficiency, relevance, coherence and EU added value. This EIA holds the view that coherence is the only assessment criterion that might be relevant and informative enough for the decision-making process, even at this moment. This is why the EIA checked whether there are issues of coherence within the package itself and with other EU measures with similar objectives. The purpose of the coherence assessment is to verify whether, on the one hand, the roadworthiness package is fit to attain its road safety objectives and, on the other hand, whether the framework envisaged by the package is ready for testing sophisticated new safety features and, in particular, whether it is in line with the more recent Regulation (EU) 2019/2144 on type-approval requirements.

Both the transposition and the implementation analysis, without offering a complete assessment of the impact of the roadworthiness package, can provide relevant evidence to policymakers to better understand the current general framework, and to support future initiatives and actions in the field.

2.3. Main findings of the assessment and conclusions

Assessing the transposition as such of the three directives is not the aim of this EIA. As already mentioned, the EIA focused on the extent to which the transposed national measures and the consideration given by Member States to more general (non-mandatory) provisions or other possible actions can lead to common standards and harmonisation as regards the safety issues covered by the package. This means that the conclusions equally refer to the way the Member States dealt with the mandatory and the non-mandatory measures in their national legislations in order to address the safety objectives of the package.

Through the study annexed to this EIA, data were collected on the ground to gauge how mutual recognition and information exchange between national authorities (NCPs) functioned in practice. Based on these data, this assessment is the first of its kind to provide information on how the implementation of the package works in practice.

The provisions below have been checked for the purposes of this evaluation:

Table 1 – Selected articles from the package that were considered by the transposition analysis

Directive 2014/45/EU	Directive 2014/46/EU	Directive 2014/47/EU
Article 5 – date and frequency of testing	Article 1(3) – electronic record of vehicle registration documents	Article 5 – percentage of vehicles to be inspected
Article 6 – contents and methods of testing	Article 1(4) – suspended vehicle	Article 9 – selection of vehicles for initial technical roadside inspection
Article 9 – follow-up of deficiencies	Article 1(7) – check of the legal status	Article 10 – contents and methods of technical roadside inspection
Article 12 – testing centres	Article 2 – transposition	Article 13 – inspection of cargo securing
Article 13 – inspectors		Article 14 – follow-up in the case of major or dangerous deficiencies
Article 21 – penalties		Article 25 – penalties

Article 23 – transposition		
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Transposition of the package. The deadline for the transposition of all three directives included in the roadworthiness package was 20 May 2017. As already indicated, this EIA did not set itself the goal to assess the correct transposition of the package, nor the compliance with the transposition and application deadlines. Nevertheless, having a clear picture of the compliance with the transposition deadline can contribute to a better understanding of the real-life effect of the three directives.

According to the information provided by the European Commission (DG MOVE) to the author of this EIA, based on the declarations made by the Member States, the situation regarding the transposition of the three directives as of May 2017 was as follows:

- Directive 2014/45/EU: transposition in six Member States had been declared complete and infringement procedures had been launched against 22 Member States for reasons of non-communication;
- Directive 2014/46/EU: transposition in 13 Member States had been declared complete, and infringement procedures had been launched against 15 Member States for reasons of non-communication;
- Directive 2014/47/EU: transposition in eight Member States had been declared complete and infringement procedures had been launched against 20 Member States for reasons of non-communication.

According to the same source, only the Netherlands and Poland still declare that the transposition of Directive 2014/45/EU is only partial. For the two other directives, all Member States have communicated complete transposition.

The research carried out for the purposes of this assessment also checked the transposition of the three directives into national legislation (without reference to communications made by the Member States to the European Commission). The research concluded that the package has not been fully transposed by all Member States; some of them have not complied with the transposition deadlines.

For some Member States, the analysis revealed that the entry into force of national transposition measures had occurred a few months later than the deadlines set by the package. Furthermore, two Member States had derogated for certain minimum compliance requirements, by allowing test centres additional time to adapt and ensure full alignment with Directive 45.

The question that underpins this EIA is whether the different paths Member States followed to reach the objectives set by the package could hamper the achievement of its objectives in terms of safety, namely common standards and harmonisation.

The study (hereafter the roadworthiness study, (RWS)) annexed to this EIA identified three categories of provisions in the package:

- indicative prescriptions/procedures;
- minimum standards;
- specific definitions/procedures.

Based on the analysis of the national measures transposing the three directives and the way Member States tackled less restrictive provisions, it can be said that some differences between Member States exist, mainly based on the latter. More specifically, Member States translated these less restrictive provisions into national requirements that are rather vague or have no reference at

all to the provisions of the package. As an example, Member States have not attached equal importance to cargo securing inspection and this does not seem to be helping them towards establishing a common approach: 'some articles include only possible action that Member States may take to address identified issues and this clearly affects the way the articles have been transposed and implemented at national level and informs on the reason why there are cases where no measures are introduced to date' (roadworthiness study, p. 18). However, the analysis of these differences (as indicated by the roadworthiness study) did not reveal practical issues or shortcomings that could put the functioning of the package or its safety approach at risk.

Some of the most important differences observed by the roadworthiness study include:

- the minimum competence requirements for inspectors carrying out PTI set by some Member States are not comparable with those listed in Annex IV to Directive 2014/45/EU (e.g. the areas of certified knowledge and the minimum content of technical competence are not clearly defined, or it is not stated how an appropriate examination should be carried out);
- in seven Member States, PTI testing centres are not required to obtain specific authorisation (Directive 2014/45/EU);
- three Member States do not keep electronic records of suspended vehicles (Directive 2014/46/EU);
- in eight Member States, no reference is made to the minimum number of roadside inspections to be carried out (Directive 2014/47/EU);
- only 16 Member States require a minimum level of skills for inspectors involved in cargo securing, but details on skills training are not specified in any legislation, while inspection methods as regards cargo securing are established in only 19 Member States (Directive 2014/47/EU).

Information exchange and mutual recognition of technical controls between Member States.

The electronic recording of vehicle information and PTIs are aimed at facilitating the exchange of information between Member States and helping prevent fraud and violation of the rules. Moreover, together with the recognition of roadworthiness certificates issued by another country, it should contribute to reducing the administrative burden.

The assessment was based on the following provisions included in the package:

- Article 15 of Directive 2014/45/EU on the cooperation and exchange of information between Member States through NCPs with regard to the implementation of the directive;
- Article 9 of Directive 2014/46/EU encouraging the exchange of information (especially for the purpose of checking the legal status of a vehicle previously registered in another Member State), including the use of electronic tools;
- Articles 17 and 18 of Directive 2014/47/EU on the exchange of information between NCPs and cooperation between Member States, including notifications in case of major and dangerous deficiencies.

If information exchange and cooperation between Member States are governed mostly by non-mandatory provisions, the mutual recognition of roadworthiness certificate is obligatory for the Member States. According to Article 8(3) of Directive 2014/45/EU, 'in the case of re-registration of a vehicle already registered in another Member State, each Member State shall recognise the roadworthiness certificate issued by that other Member State, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering Member State'.

According to the data collected on the ground for this assessment (23 different organisations from 21 Member States were actively involved in this exercise, and six interviews were conducted to clarify some issues), there are no particular reasons for not recognising a CRW issued by another Member State, except in cases of clear doubt; in these cases, the main difficulties lie on getting in contact with the national contact points (33 %), followed by the time required to obtain the document and the actual provision of the document to the national authority (27 %).

As for information exchange, obstacles or problems mainly arise from the fact that this exchange is mainly based on non-mandatory provisions or provisions with a low level of requirements. For instance, the possibility of checking a vehicle's previous legal status on the basis of the information available from the Member State of previous registration exist in 59 % of analysed cases, but the exchange of information required to check the previous legal status is not mandatory. In practice, 'this decreases the effectiveness of the provision and calls for the need to implement an adequate international network. A clear application would simplify and speed up cross-check procedures at re-registration' (roadworthiness study, p. 47). It is also worth mentioning that even if 'the process of deficiency notification at national level is mostly electronic ... contacts and notifications with other Member States by electronic platforms are not frequent' (roadworthiness study, p. 47).

Overall, the current state of play with regard to mutual recognition and information exchange does not seem to negatively affect the functioning of the package, but particular issues are sometimes faced by individual countries and the interviewed Member States occasionally disagree on the way information exchange between NCPs should play out in practice. Getting in contact with NCPs by phone/e-mail appears to be sometimes difficult, the time to obtain the document needed is too long, or the authority responsible does not have the document. One NCP also highlighted the fact that item 7 of Annex II to Directive 2014/45/EU is not standardised, which may lead in practice to content misunderstandings (given that the wording is not standardised and the information is descriptive). Nevertheless, it is widely accepted that an increased use of electronic tools/platforms (such as EUCARIS, which seems to be the most used) could reduce communication problems between Member States.

Coherence of the package. Public policies and legislation are assessed in accordance with some internationally recognised criteria, in order 'to enable the determination of the merit, worth or significance of an intervention'.²⁹ One of these criteria is the coherence of the intervention, which 'involves looking at how well or not different actions work together'.³⁰

For the purposes of this assessment, coherence was examined from both an internal and an external perspective. Examining the internal coherence of the package allows to verify whether its various components work together to achieve its objectives. Even if some requirements are not fully consistent (for instance, Directive 2014/45/EU requires the competent authority to notify the content of the roadworthiness certificate, while Directive 2014/46/EU foresees the registration of the outcome of the test), there is no indication that there are coherence issues within the package. This conclusion was supported both by the desk research and the discussions with different stakeholders.

With regard to the external cohesion of the package (that is, its complementarity with other EU measures in the field), its provisions have been mainly 'compared' with the 2017 Valletta Declaration on road safety, the EU Road Safety Policy Framework 2021-2030 and Regulation (EU) 2019/2144 on type-approval requirements. No issues of coherence were detected, either as regards the EU road safety policy in general, or as compared to the above-mentioned documents and legislation. The

²⁹ OECD website, [Evaluation criteria](#).

³⁰ European Commission, [Better regulation toolbox 47](#).

stakeholder consultation did not reveal any coherence issues, either. We can therefore conclude that the package is compatible with other interventions in the field and fits into the general EU policy on road safety.

Conclusions. The current assessment of the roadworthiness package focused on: 1) the transposition of some of its provisions into national legislations; and 2) the way the Member States reflected (or did not reflect) non-mandatory provisions in their internal laws. The aim was to verify whether the minimum requirements, together with indicative measures or other possible actions, are sufficient to establish common and harmonised standards in the field. According to this EIA, it is too early for making an in-depth analysis of the effectiveness, efficiency, relevance and EU added value of the package. However, its first years of application provide sufficient evidence as to whether the foreseen actions are on track, the envisaged tools are appropriate, and the measures are compatible and complementary with other interventions in the field; just as importantly, they also provide clues about how problematic aspects or shortcomings should be addressed in future/related interventions and actions.

As revealed by both the extensive analysis of the national measures transposing the package and the stakeholder consultation on the concrete functioning of some of its elements, there are no particular issues that might hamper the achievement of the objectives set by the package in terms of road safety. There are certainly some differences as regards the transposition and the reference made to non-mandatory measures and actions in national legislations, and this is true for most of the aspects taken into consideration by this EIA. These differences mainly arise because certain provisions of the package are only indicative; this being the fact, national provisions sometimes lack precision or fail to reflect the provisions of the package legislations. Moreover, it has been observed that when the internal measures are based on indicative provisions, their implementation is delayed. On the other hand, some required tools and mechanisms might need more time to become fully operational.

This EIA did not carry out a comprehensive analysis of the way Member States are implementing the requirements set by the package, considering that it is too early to measure the real impact of the three directives. An important number of its conclusions are based on the analysis of the transposition measures and the existence of appropriate national legislation does not guarantee, *per se*, effective or efficient implementation. The roadworthiness study showed that the transposition of the provisions of the three directives 'has helped in increasing the quality of PTI and countries' coordination in RSI, as well as road safety standards' (RWS, p. 74).

Overall, it can be said that the low level of the mandatory requirements set by the package seems to have led to some differences between Member States in practice, but the data we were able to gather did not reveal significant risks as regards the safety objectives of the package. However, giving more weight to some provisions in the package could avoid differences in implementation at Member State level and contribute, in the future, to an even more harmonised EU-level framework.

The provisions of the package fit into the EU policy approach on road safety and are complementary with other interventions and legislation in the field. As mentioned in its preamble (recital 22), the items subject to controls (Annex 1 to Directive 2014/45/EU) shall be updated in line with 'evolving research and technical progress in the field of vehicle safety'. The European Commission is currently carrying out an evaluation of the package (in accordance with Article 20 of Directive 2014/45/EU) which should also 'analyse whether there is a need to update the Annexes, particularly in the light of technical progress and practices'. The Commission report is expected in the autumn of 2020.

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PART II: EXTERNALLY PREPARED RESEARCH PAPER

Roadworthiness package: Legal transposition, concrete functioning and readiness for the future

Road safety is among the key policy objectives of the European Union. That and the awareness that technical defects contribute sizeably to road accidents, have spurred the development by the European Commission of a series of safety-oriented measures in the context of the EU road transport policy. In 2014, as part of this policy framework, the EU institutions adopted the roadworthiness package comprising three directives all aimed at improving road safety by establishing common requirements for the quality of vehicle testing, harmonising the requirements for roadside inspections and introducing, for the first time, EU measures to combat mileage fraud. This research paper aims to assess how Member States have transposed the package, whether this can lead to common standards in practice, and whether measures introduced at national level can be deemed sufficient and adequate for achieving the road safety standards the EU seeks to mainstream.

AUTHOR(S)

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Executive summary

The EU roadworthiness package was adopted in 2014, as part of a broader policy framework aimed at improving road safety in the EU. Technical vehicle defects were deemed responsible for around 5 % of accidents involving goods transport vehicles, and poor maintenance for about 4 % of accidents involving road users.³¹ The greater the age of a vehicle, the higher the risk involved that it would suffer a road accident, since the rate of defects increases as vehicles age; the same is true for the mileage covered.

The roadworthiness package consists of three directives aimed at improving the quality of vehicle testing; harmonising the requirements during roadside inspections; and introducing the first ever EU measure to combat mileage fraud. These directives are:

- Directive 2014/45/EU on periodic roadworthiness tests;
- Directive 2014/46/EU on vehicle registration documents;
- Directive 2014/47/EU on technical roadside inspections for commercial vehicles.

A key requirement included in **Directive 2014/45/EU** is the mutual recognition of inspection certificates for second-hand vehicles imported from other Member States and for which new registration is required. The most innovative aspect concerns the registration of mileage readings during roadworthiness inspections. The rationale is that the check of odometer values should provide official evidence of actual kilometres travelled by vehicles, and thereby also prevent odometer fraud.

As far as registration documents are concerned, **Directive 2014/46/EU** requires Member States to electronically record data on all vehicles registered in their territory, including the outcome of mandatory periodic roadworthiness tests. Electronic recording is also done to verify whether a vehicle has been suspended from road traffic and to ease the process for recognising the validity of roadworthiness certificates across the EU.

In order to improve road safety and avoid unfair competition in road transport operations, **Directive 2014/47/EU** sets minimum requirements towards the technical roadside inspections of the roadworthiness of commercial vehicles in circulation. A specific aspect of technical roadside vehicle inspection concerns the minimum number of tests a Member State should carry out based on the total number of vehicles registered in its territory. To this end, the directive mentions that the number of controls should correspond to at least 5 % of the registered fleet in the EU. Among other requirements, cargo securing inspection is also introduced as part of the roadside inspection, with a view to ensuring that cargo is properly secured. Moreover, Member States are requested to communicate to the European Commission (EC), by electronic means, the data collected concerning the vehicles inspected in their territory, including the size and characteristics of those vehicles.

Each Member State had the obligation to transpose the three roadworthiness package directives through the adoption of national acts and administrative provisions before 20 May 2017, while measures had to enter into force by 20 May 2018.

The objectives of this research paper are:

- to check how Member States have transposed the package from the road safety perspective and to determine whether the transposition has effectively led to the

³¹ A scientific study, European Truck Accident Causation (ETAC), 2007, EU, IRU.

Identifying the causes of road crashes in Europe, P. Thomas, A. Morris, R. Talbot, H. Fagerlind, 2013.

- application of common standards in practice or, conversely, whether the discretion given to Member States has resulted in different safety standards across the EU;
- to check whether the national measures transposing the safety provisions of the package are sufficient and adequately shaped to achieve its safety objectives;
 - To understand how far along the EU roadworthiness framework is in terms of readiness for testing of sophisticated new safety features.

The analysis of the legal transposition by Member States was performed by taking into account the national legal measures transposing the roadworthiness package as they had been notified to the EC. To this end, a wide range of documents were examined, each linked to the different national legal frameworks in place. These consist of both pre-existing laws that were subsequently amended or fully repealed and legal acts that were passed to ensure the appropriate transposition of the package. Overall, the analysis involved an in-depth assessment of more than 450 documents from 27 Member States, all related to the three directives.

To support the analysis of the roadworthiness package through the review of national laws, information was collected through a targeted consultation and direct interviews to establish how the information exchange between national authorities and the mutual recognition of technical controls between Member State worked in practice.

The targeted consultation made use of a structured questionnaire addressed to the national authorities of the 27 EU Member States plus Switzerland, Norway and the United Kingdom. Direct stakeholder interviews were also conducted to clarify some replies in the questionnaires, to fill some gaps identified in the country fiches, and to deepen the understanding of some issues.

Transposition of measures

The standard intervals for vehicles to undergo a roadworthiness (RW) test have been implemented in accordance with the provisions of the directive in the large majority of cases; intervals are even shorter than what the directive prescribes in a significant number of cases, especially for passenger cars and light commercial vehicles.

The testing equipment fulfils certain minimum requirements to ensure high and efficient performance of the roadworthiness checks. Both the list of the minimum steps involved in the periodical technical inspection (PTI) and the technical specifications under the directive allow for a transitional period to ensure a smooth replacement of the existing testing equipment that does not meet the new requirements. In this regard, contents and methods of testing are aligned for all Member States and compliant with the minimum list of items, contributing to a common arena for technical roadworthiness control based on harmonised standards for aspects of control and equipment. Differences among Member States concern only the inspection of motor vehicles with less than four wheels (L category), for which the directive does not set minimum requirements.

More differences are observed, still as regards Member States' compliance with the minimum requirements introduced by the directive, in terms of the time limit for vehicles to undergo a new roadworthiness test in case they are found to have major deficiencies, and in terms of the specific authorisation that testing centres need to have to be eligible to make PTIs.

All Member States have introduced minimum competence requirements for the personnel carrying out the inspections. Training of inspectors usually takes place on a regular basis, every year or no more than every two years, and in some cases qualifying exams are held anew every two or three years.

The requirement for keeping electronic records of data for all of the vehicles registered in a Member State's territory, including the outcome of periodic roadworthiness tests and their period of validity,

exists in 22 national legislations; only three Member States do not keep electronic records of suspended vehicles. The reauthorisation procedure of a vehicle after it has been suspended has been clearly laid out in the national legislation of only 14 Member States. In all cases a vehicle's suspension is automatically cancelled once the deficiencies have been removed and the vehicle has successfully passed a new test. No new registration is required for vehicles passing a new test after they have been suspended.

The criteria for the selection of vehicles for initial technical roadside inspection (RSI) mostly refer to the risk profile of a vehicle. However, random selection is also applied, while items to be inspected are those required as a minimum by the directive. The directive sets the minimum number of roadside inspections to be carried out on commercial vehicles registered in a Member State during a calendar year at 5 % of registered vehicles; this requirement has been adopted by 17 Member States. Determining the risk profile of operators and high-risk undertakings is performed by taking into account the results of previous roadworthiness tests and roadside inspections, the number and severity of defects detected as well as how recently the checks have been performed.

Cargo securing inspection methods have only been established in 19 Member States, and minimum knowledge for inspectors involved is only required by 16 Member States. However, national legislations provide no details on the training of inspectors performing cargo securing inspection.

Financial penalties are imposed in almost all Member State with the value of the fine variable on the basis of the severity of the infringement found during roadside inspection. Suspension of the vehicle usually occurs in cases where the negligence causes severe consequences to road users.

Information exchange between Member States

The information exchange, analysed with the competent authorities that were interviewed (21 Member States replied in a consistent manner), is based on collaboration among national contact points (NCP). The contact points are aware of their counterparts in other Member States and how to communicate with them. Around half of the countries interviewed have developed an information platform for data exchange.

The mutual recognition of inspection certificates for second-hand vehicles previously registered in another Member State and for which re-registration is required mainly includes the recognition of the validity of the certificate of roadworthiness (CRW) and the proof of test. The legal validity of documents is ascertained as a consequence of a minimum set of testing requirements that guarantee the reliability of the vehicle's documentation (e.g. the registration of mileage reading during the roadworthiness inspections to prevent fraud and provide official evidence of actual kilometres covered). This requirement strongly supports the principle of free movement within the European Union. The information collected demonstrates that the competent authorities recognise the validity of the CRW and the proof of test through their own national testing system by checking the driver's documents, without carrying out further tests, except in cases of clear doubt. In every case, PTI intervals in force in the country of future registration have to be observed by the vehicle's CRW document, otherwise another test will be carried out in the re-registration country. In case the documents need to be checked, the main issues that have arisen are related to the difficulties in contacting NCPs, the time required to obtain the requested document and the actual provision of the document to the national authority.

Only a few Member States keep a national electronic database of the major and dangerous deficiencies detected at a roadside inspection (7 out of 18), and only occasionally do Member States notify the results of the inspection to the NCP of the Member State where the vehicle is registered

(if different from the inspecting country). Overall, this may somehow contribute, albeit to a very limited extent, to the creation of a single EU framework for keeping track of vehicle defects, assuming that some improvements are undertaken on co-operation and coordination among Member States. Some of the Member States are working on enabling the sharing of such data on internationally recognised platforms, and this be accomplished by the end of 2020.

Overall, the measures envisaged by the directives are deemed to be consistent with the overarching goal of the package, namely to contribute to the achievement of the EU safety objectives as set by the 2011 White Paper on Transport. A number of provisions potentially contribute to this goal. Among others, the main responsibilities of the Member States in terms of vehicle roadworthiness go in the direction of ensuring increasing road safety on EU roads.

In particular, the policy objective of improving Member States' PTI systems so as to primarily contribute to a cost-effective reduction in the number and severity of road accidents has been addressed through the introduction of common standards for testing centres and personnel training, as well as through the adoption of common rules for the frequency, scope and method for vehicle testing, as provided for in the relevant directive.

List of abbreviations

AVI	Actual Vehicle Information
CITA	International Motor Vehicle Inspection Committee
CORTE	Confederation of Organisations in Road Transport Enforcement
CP	Contact Point
CRW	Certificate of Roadworthiness
DG MOVE	Directorate General for Mobility and Transport
EC	European Commission
EFTA	European Free Trade Association
EPRS	European Parliamentary Research Service
ERRU	European Register of Road Transport Undertakings
EU	European Union
EUCARIS	European CAR and driving licence Information System
HDV	High Duty Vehicle
IEC	International Electrotechnical Commission
IMI	Internal Market Information System
ISO	International Organization for Standardization
LCV	Light Commercial Vehicle
LDV	Light Duty Vehicle
NCP	National Contact Point
PC	Passenger Car
PTI	Periodical Technical Inspection
RSA	Road Safety Authority
RSI	Roadside Inspection
RW	Roadworthiness
TRAN	European Parliament's Committee on Transport
TRAFICOM	Finnish Transport and Communications Agency
UTAC	Technical Union of the Automobile, Motorcycle and Cycle
VIN	Vehicle Information Number

Country codes

AT	Austria
BE	Belgium
CH	Switzerland
CY	Cyprus
CZ	Czechia
DE	Germany
DK	Denmark
EE	Estonia
EL	Greece
ES	Spain
FI	Finland
FR	France
HR	Croatia
HU	Hungary
IE	Ireland
IT	Italy
LT	Lithuania
LU	Luxembourg
LV	Latvia
MT	Malta
NL	The Netherlands
NO	Norway
PL	Poland
PT	Portugal
RO	Romania
SE	Sweden
SI	Slovenia
SK	Slovakia
UK	United Kingdom

Table of contents

Executive summary	21
List of abbreviations	25
Country Codes	26
1. Introduction	32
1.1. Policy context	32
1.2. Objective and scope of the study	33
2. Methodological overview	35
2.1. Task 1: Legal transposition of the Roadworthiness Package	35
2.2. Task 2: Actual functioning of information exchanging between Member States	36
2.3. Task 3: Coherence of the Package	36
3. Legal transposition of the Roadworthiness Package	37
3.1. Objective of the Package	37
3.2. Directive 2014/45/EU: periodic roadworthiness test	38
3.2.1. Overview of Directive's provisions	38
3.2.2. Analysis of national measures	40
3.3. Directive 2014/46/EU: vehicle registration documents	52
3.3.1. Overview of Directive's provisions	52
3.3.2. Analysis of national measures	53
3.4. Directive 2014/47/EU: technical roadside inspection	56
3.4.1. Overview of Directive's provisions	56
3.4.2. Analysis of national measures	58
4. The information exchange between Member States	67
4.1. The stakeholder consultation	68

4.1.1. Methodology and approach	68
4.1.2. Sample composition	68
4.1.3. Questionnaire and direct interviews	69
4.2. Mutual recognition of certificates by Member States	69
4.2.1. Roadworthiness certificate (CRW)	70
4.2.2. Proof of test	74
4.3. Information records and exchange between Member States	75
4.3.1. Electronic record of information	75
4.3.2. Information exchange	80
5. Coherence of the Package	85
5.1. Introduction	85
5.2. Internal coherence of the Package	86
5.3. Coherence with EU policies and actions	89
6. Conclusions and recommendations	92
6.1. Conclusions	92
6.2. Recommendations	95
References	97
Annex I: Country fiches	99
Austria	99
Belgium	104
Bulgaria	112
Croatia	119
Cyprus	126
Czechia	131
Denmark	137

Estonia	141
Finland	148
France	152
Germany	158
Greece	162
Hungary	166
Ireland	172
Italy	176
Latvia	180
Lithuania	184
Luxembourg	190
Malta	194
Netherlands	199
Poland	204
Portugal	211
Romania	216
Slovakia	221
Slovenia	227
Spain	232
Sweden	237
Annex II: Questionnaire to national authorities	242
Annex III: List of respondent national authorities	248

Table of figures

Figure 1: MS intervals applied between PTI by vehicle category compared to the Directive's requirement	43
Figure 2: Time limit set by MSs to repeat the PTI	46
Figure 3: Percentage of commercial vehicles to be roadside inspected	58
Figure 4: Hindrances to verification of CRW validity (8 answers)	72
Figure 5: Main findings on CRW and re-registration process of a foreign vehicle (total 20 answers)	73
Figure 6: How competent authorities check proof of test validity from other MSs (17 answers)	74
Figure 7 Check of latter legal status of vehicles from other MSs, before re-registration procedure (total 17 answers)	76
Figure 8: Hindrances to check a vehicle's latter legal status from the MS of previous registration (8 answers)	76
Figure 9: Current (17 answers) and future (11 answers) means used in notification process	79
Figure 10 Retain period of CRW information within national database (19 answers)	80
Figure 11 Designation of national contact points (total 19 answers)	82
Figure 12 Notification of inspection's results (total 19 answers)	84

Table of tables

Table 1: Directive 2014/45/EU articles analysed	40
Table 2: Frequency of testing of motor vehicles in the MSs (Dir. 45 – Art. 5)	41
Table 3: Analysis of the transposition on the follow-up of major deficiencies (Dir. 45 – Art. 9)	44
Table 4: Analysis of requirements for testing centres (Dir. 45 – Art. 12)	46
Table 5: Analysis of requirements for inspector (Dir. 45 – Art. 13)	48
Table 6: Analysis of transposition on the type of penalties applied (Dir. 45 – Art. 21)	50
Table 7: Articles to be assessed of Directive 2014/46/EU articles analysed	53
Table 8: Data and information electronically registered by MSs (Dir. 46 – Art. 1(3), Art. 1(4))	54
Table 9: Directive 2014/47/EU articles analysed	57
Table 10: Vehicle selection for initial roadside inspection (Dir. 47 – Art. 9)	59
Table 11: Analysis of transposition on the follow-up of major or dangerous deficiencies (Dir. 47 – Art. 14)	63
Table 12: Analysis of transposition on the type of penalties applied (Dir. 47 – Art. 25)	65
Table 14: Storage of latter legal status in national electronic databases	78
Table 15 Detail on CRW limited retain period	81
Table 16 National data availability to other MSs NCPs	82
Table 17 Coordination between NCPs from different MSs ensured	83
Table 21: Mapping of the Roadworthiness Package by Directive and specific criteria – internal coherence check	86
Table 22: Mapping of other EU policy and legislative documents in the road safety areas – external coherence check	90

1. Introduction

1.1. Policy context

Road safety is among the key policy objectives of the European Union (EU). As far back as 2009 the Directorate General for Mobility and Transport (DG MOVE) reported 35,000 fatalities on European roads in one year (European Commission, 2012) and stated that many of these could have been avoided if adequate improvements to the roadworthiness testing system were introduced, together with measures to guarantee safety of road users by checking whether vehicles are properly maintained when running on roads.

Assuming that technical defects contributed in a relevant manner to road accidents, the European Commission began adopting a safety-oriented approach for road policy programmes to make users, vehicles and infrastructure safer, through a mix of measures on technical requirements, national cooperation and more generally by introducing minimum common standards.

Roadworthiness tests and technical roadside inspections are recognised to help prevent the malfunctioning of technical vehicle systems, which may contribute to road crashes causing injuries and fatalities. More specifically, a harmonised quality of test procedures with electronic mileage recording and other data collection practices adopted across the EU would guarantee fair competition among hauliers, ease the exchange of information between Member States (MS) and help avoid vehicle manipulation and odometer fraud.

In 2010, the European Commission announced the road safety policy aimed at reducing the number of road fatalities by 50 % in the following decade (2010-2020) and in the 2011 White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system',³² the 'zero-vision' objective was set out, envisaging zero fatalities in road transport by 2050.

As part of this policy framework, in 2014 the European institutions adopted the Roadworthiness Package, which consists of a three-fold legislation aiming to improve the quality of vehicle testing, harmonise the requirements during roadside inspections and introduce the first European measure to combat mileage fraud. In particular, the Roadworthiness Package includes the following Directives:

- Directive 2014/45/EU on periodic roadworthiness tests³³
- Directive 2014/46/EU on vehicle registration documents³⁴
- Directive 2014/47/EU on technical roadside inspections for commercial vehicles³⁵.

With respect to periodic roadworthiness tests, Directive 2014/45/EU repeals Directive 2009/40/EC and updates the regime of periodic roadworthiness tests of vehicles on public roads. The main improvement concerns the frequency of testing, for which two aspects are considered: age and mileage. With this approach, the test frequency of older cars³⁶ is increased and vehicles with a high mileage (more than 160,000 km) are subject to annual testing. For some categories of vehicles, the

³² https://ec.europa.eu/transport/themes/strategies/2011_white_paper_en

³³ Directive 2014/45/EU of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers.

³⁴ Directive 2014/46/EU of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles.

³⁵ Directive 2014/47/EU of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union.

³⁶ PTI usually occurs more frequently after 5 or 6 years from vehicle registration, depending on the category of vehicle and the its use for commercial purposes or not.

frequency of periodic inspections has been increased to ensure that they are free of defects. Therefore the Directive has also increased the minimum standards for the frequency of Periodic Technical Inspection (PTI) for some categories of vehicles, such as Passenger Cars (PC) and Light Commercial Vehicles (LCV) up to 3.5 tonnes.

One of the relevant aspects included in Directive 2014/45/EU is the mutual recognition of inspection certificates for second-hand vehicles imported from other MSs and for which new registration is required. The legal validity of documents is attained after undergoing a minimum set of testing requirements that guarantee the reliability of the vehicle's documentation. The most innovative aspect concerns the registration of mileage readings during roadworthiness inspections. The rationale is that the check of odometer values should provide official evidence of actual kilometres travelled by vehicles, in addition this is aimed to prevent odometer fraud.

As far as registration documents are concerned, Directive 2014/46/EU requires MSs to electronically record data on all vehicles registered on their territory, including the outcome of mandatory periodic roadworthiness tests. The electronic recordings are also aimed at verifying whether a vehicle has been suspended from road traffic and to ease the process for recognising the validity of roadworthiness certificates across EU.

In Directive 2014/47/EU, particular attention is given to LCVs (N1 category) and their trailers, which are not subject to the same regulations of heavy-duty vehicles regarding driving time, training for professional drivers or the installation of speed limitation devices. In order to improve road safety and avoid unfair competition in road transport operations, Directive 2014/47/EU established minimum requirements for a regiment of technical roadside inspections of the roadworthiness of commercial vehicles in circulation.

A specific aspect of technical roadside vehicle inspection concerns the minimum number of tests a MS should carry out based on the total number of vehicles registered in its territory. To this end, Directive 2014/47/EU mentions that the number of controls should correspond to at least 5 % of the registered fleet in the Union. Among other requirements, cargo securing inspection is also introduced as part of the roadside inspection aiming at ensuring that cargo is properly secured, avoiding interference with safe driving, or threats to life, health, property or the environment. Moreover, MSs are requested to communicate to the Commission, by electronic means, the data collected concerning the vehicles inspected in their territory, including the size and characteristics of the vehicles in question.

Each MS had the obligation to transpose the three Directives of the Roadworthiness Package through the adoption of national acts and administrative provisions before 20th May 2017, while measures had to enter into force by 20th May 2018.

1.2. Objective and scope of the study

This research paper was commissioned by the Ex-Post Evaluation Unit of the European Parliamentary Research Service (EPRS) to support the work of the European Parliament's Committee on Transport in producing a dedicated report on the implementation of the Roadworthiness Package. The objectives of the research are:

- To check how the Package has been transposed by MSs from the road safety perspective and whether the transposition can lead to common standards in practice or, on the other hand, whether the discretion given to MSs has resulted in different safety standards across the EU.
- To check whether the national measures transposing the safety provisions of the Package are sufficient and adequately adapted to achieve its safety objectives.

Given the relatively recent entry into force of the measures included in the Package, the research concentrates essentially on the transposition of the three Directives within the EU 27 national legal orders to find evidence on whether the measures introduced comply with the Directive's provisions. It is important to underline that the research is not aimed at providing an in-depth legal examination of national transposition, but rather to identify the main differences in implementation among MSs. In addition, the research gathers field information on the data exchange and mutual recognition of Roadworthiness Certificates between the national authorities of 27 MSs plus Switzerland, Norway and United Kingdom.

2. Methodological overview

The research is structured according to the three guiding questions: i) legal transposition of the three Directives, ii) concrete functioning of the exchange of information and mutual recognition of technical controls; iii) readiness for the future from a road safety perspective. Accordingly, three main tasks have been defined:

- Task 1 started by analysing the legal transposition of the Package in each MS's national legislation to check whether the Directives' provisions were properly transposed according to the objectives of the Package.
- Task 2 launched a targeted consultation to gather field evidence on the actual situation with respect to the functionality of the exchange of data between MSs and the mutual recognition of technical controls.
- Task 3 assessed whether there are coherence problems within the Package and between the Package and any other EU action with similar objectives.

The analysis of legal transposition by MSs was based on national legal measures transposing the Roadworthiness Package as they have been notified to the EC. These include a wide range of documents based on the different national legal orders, consisting of both original laws later modified or fully repealed and acts followings transposition the Package's dispositions. Overall, the analysis examined, in depth, more than 450 documents from 27 MSs. The complete review of national legal acts is provided in Annex I, which includes fiches for each Directive and MS.

The targeted consultation made use of a structured questionnaire addressed to the national authorities of the 27 EU MSs plus Switzerland, Norway and United Kingdom (UK). In addition, direct stakeholder's interviews helped to clarify some replies in the questionnaires, to fill any gaps in the country fiches and to have a better interpretation of national laws.

2.1. Task 1: Legal transposition of the roadworthiness package

As it concerns the first task of the study, the objective was to check whether the MSs have undertaken the transposition process of the Roadworthiness Package, to verify the actual existence of measures within the national legislations and to analyse if these are in line with the aim of the Package, with a focus on safety objectives.

The transposition check was conducted covering both:

- the **legal aspects** of articles, laws, regulations and any other measure introduced at national level and communicated to the EC on the transposition of Directives.
- the **technical issues** of measures adopted at national level, meaning for example the procedures for vehicle registration, periodic roadworthiness tests and technical roadside inspections for commercial vehicles. This aims to verify whether the national measures are sufficient and adequately shaped to achieve the Package safety target.

The analysis made use of national legal measures transposing the Roadworthiness Package as they have been notified to the EC. Further in-depth analysis was required to double check the completeness of the information as well as to fill gaps. National authorities bear, in fact, the sole responsibility for all information provided to the EC which then has the duty to verify the completeness and correctness of the transposition of the EU Directives. Hence, some of the authorities were selected for a follow up in-depth interview, aiming at helping to bridge the potential gaps with the information found in national legislation provided, clarifying complex procedures and completing missing information. The results are presented in chapter 3, while an in-

depth analysis of the information from national legislation, is provided in Annex I in the form of country fiches.

2.2. Task 2: Actual functioning of the information exchange between Member States

Through the provisions introduced by the Roadworthiness Package, the Commission seeks to foster the electronic recording of vehicle information and periodic technical inspection data in order to i) reduce administrative burden and ease the exchange of information between MSs and ii) prevent fraud (e.g. on odometer reading) and infringements of national and international regulations (e.g. avoid vehicles with dangerous deficiencies to be allowed to circulate in a MS before undertaking a roadworthiness test).

In order to gather field information on the actual data exchange between national authorities and on the mutual recognition of respective technical controls, a direct survey among responsible authorities at national level was carried out (the questionnaire is provided in Annex II). This task was supported by CORTE (Confederation of Organisations in Road Transport Enforcement) who acted as a facilitator to the consultation process; in addition, thanks to the work done within its joint working group settled with CITA (International Motor Vehicle Inspection Committee), CORTE helped in the identification of the issues related to road safety and security standards. The survey actively involved 23 different organisation from 21 MSs (see the complete list in Annex III) and was complemented by 7 direct interviews to fill in data gaps and to explore specific issues more in detail.

2.3. Task 3: Coherence of the package

The objective of Task 3 is to analyse the Package's internal coherence (i.e. whether there are coherence problems between its various components) and external coherence (i.e. whether there are overlaps or complementarities between the Package and any other EU action with similar objectives).

In addition to the verification of Roadworthiness Package's attainment to its road safety objectives, this task investigated in addition the readiness of the Package framework for testing sophisticated new safety features.

Considering the linkage with other EU legal acts, the analysis explored internal and external coherence. Internal coherence is therefore determined by analysing whether there are elements of the three Directives that complement or contradict each other, while external coherence examined the existence of any coherence issue with others EU measures with similar objectives. The external coherence takes into consideration other EU policy and legislative documents in the road safety area, adopted after the Roadworthiness Package.

3. Legal transposition of the Roadworthiness Package

3.1. Objective of the Package

The Roadworthiness Package is composed of three pieces of legislation related to the periodic roadworthiness tests of vehicles, the vehicle registration documents and the technical roadside inspections of commercial vehicles. In particular, Directive 2014/45/EU, Directive 2014/46/EU and Directive 2014/47/EU represent the legislative acts included in the Package that sets out the goal that all MSs must achieve.

The general objective of the Package is to contribute to the achievement of the EU safety objectives as outlined in the 2011 White Paper on Transport, through measures aimed at increasing the quality of tests and by introducing common standards and minimum requirements on periodical technical inspection of motor vehicles and roadside inspection systems. In addition to this, a second objective is to contribute to the reduction of the emission of greenhouse gas and air pollutants from motor vehicles. These general objectives translate into a wider scope of application of roadworthiness testing and roadside inspections within the Union, including minimum requirements to guarantee the quality of tests, the competence of inspectors and the compliance to management standards for testing centres.

Roadworthiness testing is a well-structured regime of control designed to ensure that motor vehicles are kept in safe and environmentally acceptable conditions when used on public roads. The regime includes both periodic roadworthiness tests of vehicles and technical roadside inspections of commercial vehicles, as well as a procedure for vehicle registration and the authorisation to circulate, this include suspension in cases where the condition of the vehicle constitutes a risk to road safety.

Technical inspection, especially of commercial vehicles, is not only crucial for the achievement of the above-mentioned objectives but it is also important to avoid unfair competition in road transport due to non-harmonised approaches between MSs. Standardisation and harmonisation of procedures affect in particular testing centres in terms of quality standards and minimum requirements. This also applies to inspectors and, more generally, to personnel involved in the control of vehicles, which must be adequately trained and certified by competent authorities.

Moreover, the Package fosters the exchange of information between national authorities of MSs as well as the use of electronic networks to ease and standardise the process. For vehicles inspection it is crucial to have access to the vehicle technical specifications as well as to any relevant information on the actual legal status of the vehicle. In this respect, the package requires the use of electronic records to make information and data easily accessible.

3.2. Directive 2014/45/EU: periodic roadworthiness test

Key findings

The norms related to tests frequency have been implemented by most Member States and in some cases shorter intervals have been introduced, especially for passenger cars and Light Commercial Vehicles. In particular, 71% of tests follows the periodicity set by the Directive, while intervals are more stringent in 21% of the cases. Only 4% of cases show longer intervals and these mainly concern trailer categories.

The contents and methods of testing are aligned for all Member States and compliant with the minimum list of items required by the Directive. Differences among Member States concern the inspection of motor vehicles with less than four wheels (L category), for which minimum requirements are not fixed by the Directive.

The time limit to undergo another roadworthiness test in case major deficiencies is less than or equal to 1 month in 15 Member States, while it is 2 months (i.e. the Directive maximum time limit) in 6 of cases and in the remaining Member States is evaluated based on the severity of the deficiencies.

Testing centres for PTIs are not required to obtain specific authorisation in seven Member States. However, minimum requirements for infrastructure and equipment used or KPI for measuring the quality of services are established by 24 Member States. Periodic controls on equipment used for vehicle testing are not specifically included in the Directive but are always considered at national level.

Minimum competence requirements for inspectors carrying out PTIs have been introduced by all Member States. However, for some Member States such requirements are not comparable with those listed in Annex IV of the Directive. Training for inspectors usually takes place every year or no more than every two years, and in some cases qualifying examinations have to be repeated every 2 or 3 years.

Financial penalties are foreseen in almost all Member States while their amount depends on the number and severity of the infringements. Some Member States also contemplate imprisonment and custody in exceptional cases.

3.2.1. Overview of Directive's provisions

Directive 2014/45/EU establishes the minimum requirements for a regime of periodic roadworthiness tests of vehicles used on public roads, introducing some quality standards under which testing centres and their inspectors shall operate when carrying out tests on a vehicle. The Directive applies, at minimum³⁷, to vehicles with a designed speed exceeding 25 km/h of the following categories, as referred to in Directive 2002/24/EC³⁸, Directive 2003/37/EC³⁹ and Directive 2007/46/EC⁴⁰:

- motor vehicles designed and constructed primarily for the carriage of persons and their luggage, belonging to categories M1, M2 and M3
- motor vehicles designed and constructed primarily for the carriage of goods, belonging to categories N1, N2 and N3

³⁷ MSs may introduce national requirements concerning roadworthiness tests for vehicles registered in their territory in addition to those included in the list.

³⁸ [Directive 2002/24/EC](#) of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles.

³⁹ [Directive 2003/37/EC](#) of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units.

⁴⁰ [Directive 2007/46/EC](#) of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

- trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes, belonging to categories O3 and O4
- from 1 January 2022, two-wheel or three-wheel vehicles, belonging to categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm³
- wheeled tractors of category T5, the use of which mainly takes place on public roads with a maximum design speed exceeding 40 km/h.

In particular, by repealing Directive 2009/40/EC, Directive 2014/45/EU updates the technical requirements laid down in the former and enlarges its scope to include provisions regulating the setting-up of testing centres and facilities.

Since roadworthiness testing plays a fundamental role in preventing accidents caused by vehicle's malfunctioning, the provisions of this Directive aim at enforcing national legislation in this respect. Considering that, for the purpose of free circulation of vehicles within the EU, each MS has to recognise the roadworthiness certificate and the proof provided by the competent authority of another MS, the Directive sets the rules for minimum standards under which tests are conducted. More specifically, a minimum list of items to be checked and the method for performing the control and identification of potential deficiencies are provided by the Directive, which requires as well that testing centres shall ensure objectivity and a high quality of vehicle testing, with minimum requirements in terms of quality management as well as equipment, maintenance and calibration verification.

The following table summarises the articles of the Directives to be analysed. The articles cover the most relevant topics and the table specifies where there are detailed measures (such as minimum standards) or only general prescriptions. It is important to mention that some articles include only possible action that MSs may take to address identified issues and this clearly affects the way the articles have been transposed and implemented at national level and informs on the reason why there are cases where no measures are introduced to date.

Table 1: Directive 2014/45/EU articles analysed

Article	Title/topic	Main content	Goals
Art. 5	Date and frequency of testing	Minimum intervals for carrying out roadworthiness test for vehicle categories M1, M2, M3, N1, N2, N3, O3, O4 and T5. For other categories no minimum intervals are set. Additional cases for which a MS may require a vehicle to undergo a roadworthiness test regardless of minimum intervals (accident, component altered or modified, etc.)	Minimum requirements
Art. 6	Contents and methods of testing	List of items to be covered during roadworthiness test and recommended method to be used for vehicle categories M1, M2, M3, N1, N2, N3, O3, O4 and T5. For the other categories the content and method for tests shall be determined by the MS.	Minimum requirements
Art. 9	Follow-up of deficiencies	The decision to be taken by the MS in the case a vehicle has minor, major and dangerous deficiencies are identified during the roadworthiness test. These concern the repetition of the test within a certain time period during which the deficiencies must be rectified.	Specific definition and procedure
Art. 12	Testing centres	Testing centres shall be authorised and shall meet minimum requirements of quality management. The list of minimum requirements is not provided by the Directive, rather the requirements are laid down by the MS.	Indicative procedure
Art. 13	Inspectors	Minimum requirements for inspectors carrying out roadworthiness tests and the request for certification of competence including for training performed by inspectors.	Minimum requirements
Art. 21	Penalties	The MS shall lay down the rules on effective, proportionate, dissuasive and non-discriminatory penalties applicable to infringements of the provision of this Directive. Rules are not set by the Directive.	Indicative procedure
Art. 23	Transposition	Deadlines for transposition and application of the Directive's provisions by MS.	Specific procedure

Source: Compilation by the authors based on Directive text

3.2.2. Analysis of national measures

Date and frequency of testing (Art. 5)

The Directive establishes the minimum standards for the frequency of PTI based on the category of vehicle and taking into account age and mileage. Therefore, the test frequency of older passenger cars is increased and vehicles with high mileage (more than 160,000 km) are subject to annual testing. MSs are allowed to reduce the time between two consecutive PTI, in particular when the safety of the vehicle could be affected somehow (e.g. altered or modified vehicle's component, risk for safety and environmental system as a result of an accident, change in the holder of the registration certificate, reaching a fixed mileage).

The following table summarises the frequency for PTI adopted in the MSs compared to the Directive's minimum requirements. The comparison considers the categories of vehicles for which minimum intervals for PTI are set by the Directive and, in addition, it also considers motorcycles (L3e, L4e), tricycles (L5e) and quadricycle (L7e). Frequency of tests are summed up applying the format:

years after registration date – thereafter – thereafter (e.g. 4-2-2 means the vehicle is tested 4 years after the first registration and then every two years).

Table 2: Frequency of testing of motor vehicles in the MSs (Dir. 45 – Art. 5)

Country	Frequency of testing (Directive categories)										
	M1	N1	M1*	M2	M3	N2	N3	O3	O4	T5	L
EU	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	Not set
AT	3-2-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	3-2-1
BE ⁴¹	4-1-1	1-1-1	1-1/2	Every 3m	Every 3m	1-1-1	1/2	2-2-2	2-2-2	1-1-1	1-1-1
BG ⁴²	3-2-1	3-2-1	1/2	Every 6m	Every 6m	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	2-2-2
CY	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	5-5-5
CZ	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-	4-2-2
DE	3-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	3-2-2	3-2-2	-	2-2-2
DK	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-	2-2-2
EE	4-2-2	2-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	2-1-1	4-2-2
EL ⁴³	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2
ES ⁴⁴	4-2-2	2-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2
FI	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-	1-1-1
FR	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-	-
HR	2-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-	1-1-1
HU	2-2-2	2-2-2	1-1-1	1-1-1	1-1-1	2-2-2	2-2-2	2-2-2	2-2-2	2-2-2	2-2-2
IE	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	-
IT	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2
LT ⁴⁵	3-2-2	2-1-1	1-1-1	1-6m	1-6m	1-1-1	1-1-1	1-1-1	1-1-1	3-2-2	3-2-2
LU	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	-

⁴¹ M1* first inspection after 1 years and then every 6 months; M2 and M3 every 3 months; N3 every 6 months.

⁴² M1*, M2 and M3 every 6 months.

⁴³ L only if engine is >125cm³.

⁴⁴ N1 intervals are reduced to 1 years after 6 years; M1* M2 and M3: intervals are reduced to 6 month after 5 years.

⁴⁵ M1* intervals are reduced to 6 months after 5 years; M2 and M3: after 1 year and then every 6 months.

Country	Frequency of testing (Directive categories)										
LV ⁴⁶	2-1-1	1-1-1	1-1-6m	1-1-6m	1-1-6m	1-1-1	1-1-1	1-1-1	1-1-1	-	-
MT	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	-
NL ⁴⁷	2-2-2	2-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	-
PL ⁴⁸	3-2-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	3-2-2	3-2-1
PT	4-2-2	2-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2
RO ⁴⁹	2-2-2	1-1-1	Every 6m	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	2-2-2
SE ⁵⁰	2-2-2	3-2-14m	1-1-1	2-2-2	2-2-2	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2
SI ⁵¹	4-2-2	1-1-1	1-1/2	1-1/2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2
SK ⁵²	4-2-2	4-2-2	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	1-1-1	4-2-2	4-2-2

*(taxes and ambulances)

Source: Compilation by the authors based on national legislations and DG MOVE website⁵³ (m: month)

The frequency of testing provision has been implemented by most MSs and in some cases shorter intervals have been introduced, especially for vehicles category M1 (passenger cars) and N1 (Light Commercial Vehicles). In particular, 71 %⁵⁴ of PTI follows the periodicity set by the Directive, while intervals are more stringent in 21 % of the cases. Only 4 % of cases show longer intervals and these mainly concern trailer categories O3 and O4. In particular, 14 MSs require the first inspection to be carried out for the M1 category after 4 years, 5 countries after 3 years, 6 countries after 2 years and only 2 countries carry out tests every year. With respect to the N1 category, the frequency of testing is more stringent in 20 countries and 11 countries have introduced PTI every year, as well as for categories M1-3 and N1-3.

For categories M1* (ambulance and taxi), M2, M3, N2, N3, O3 and O4 PTI intervals are largely consistent with the minimum introduced by Art. 5, except in a few cases where the intervals introduced by some countries are longer than the Directive's provision. In particular in Sweden M2 and M3 categories are required to undertake an inspection every 2 years. Hungary introduced PTI every 2 years for N2, N3, O3, O4 categories, the same as in Belgium except for trailers (O3,O4), while Denmark requires trailers to have the first inspection after 3 years from registration followed by every 2 years.

⁴⁶ M1* M2 and M3: after 2 years inspection is repeated every 6 months.

⁴⁷ Vehicle categories L3e, L4e, L5e and L7e with an unladen mass not exceeding 400 kg: exempted.

⁴⁸ Buses of category M2 and M3 are inspected after 1 years form registration and then every 6 months.

⁴⁹ M1* every 6 months.

⁵⁰ N1 after 5 years vehicles are inspected every 14 months.

⁵¹ M1* first inspection after 1 years and then every 6 months.

⁵² L only if engine is >125cm³.

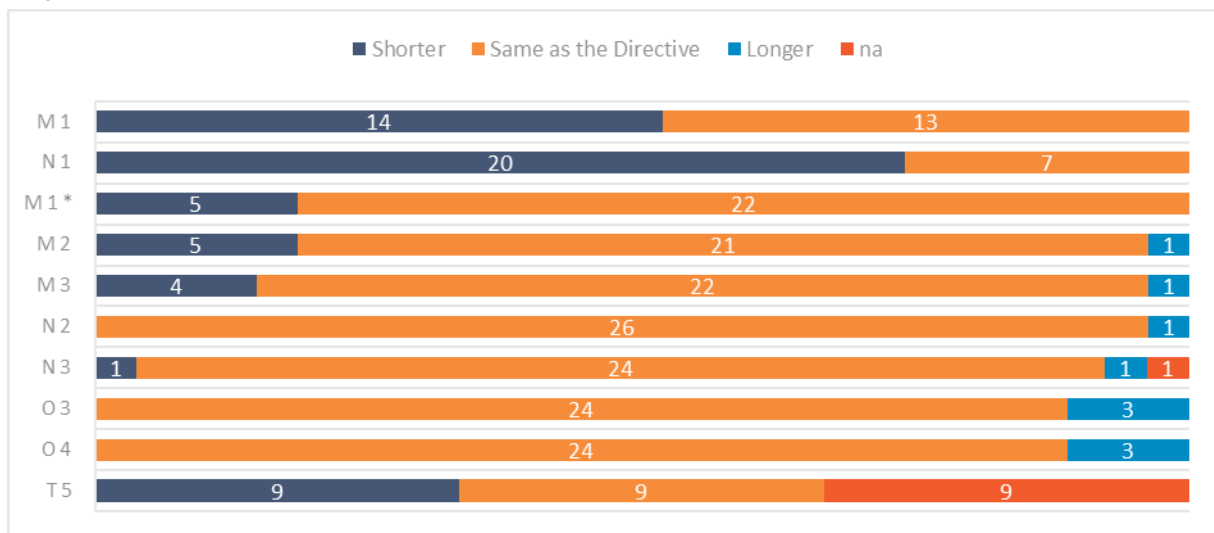
⁵³ European Commission [website](#).

⁵⁴ Percentages are calculated considering all categories of vehicles in all Member State.

Wheeled tractors of category T5, with a maximum design speed exceeding 40 km/h shall be inspected as passenger cars and vans after 4 years from registration and then every 2 years, however only 10 MSs introduce the same intervals as the Directive. In another 10 MSs more stringent deadlines are implemented. In 7 MSs, however, no reference was found within national legislation regarding the T5 category. As it concerns motor vehicles with less than four wheels, the Directive does not provide a specific indication and MSs have, in most cases, kept same intervals as are in place for passenger cars. There are some cases where vehicles used for special purposes are required to be tested more frequently; this occurs for instance among rental vehicles and for vehicles used to move snow and ice.

Finally, for the vehicle category O3 and O4, Belgium, Germany and Hungary have set longer intervals between consecutive tests compared to the Directive's requirements. While Sweden and Hungary have longer intervals for M2-M3 and N2-N3 categories respectively.

Figure 1: MS intervals applied between PTI by vehicle category compared to the Directive's requirement



Source: Compilation by the authors based on national legislation

Contents and methods of testing (Art. 6)

The Directive sets a minimum list of items to be checked during the PTI at testing centres (as defined by Art. 12)⁵⁵. These concern braking equipment, steering, visibility, lights, axles, wheels, tyres and suspension, the chassis and its attachments and other equipment. In particular, Annex I of the Directive provides details on the recommended methods for testing, including the criteria to be used when determining whether the condition of the vehicle is acceptable or not. Furthermore, the Directive identifies possible reasons for failing the test for each of the identified items, with the level of severity as provided by Art. 7.

The analysis carried out focused on how the scope of the test has been transposed by MSs and whether additional areas other than those provided in Annex I are covered. In particular, for 23 MSs the scope of the test follows exactly the same categories of items as provided in Annex I. In others (namely Austria, Germany and France) the scope of testing goes deeper, mainly in terms of the assessment of deficiencies, with the categories of severity that being slightly different compared to

⁵⁵ With the exception of categories L3e, L4e, L5e and L7e with an engine displacement of more than 125 cm³ for which Member State shall determine the areas, items and appropriate methods of testing.

the Directive and further controls are required for vehicles used for the transport of dangerous goods.

In general, the transposition is considered compliant to a large extent. There is only one case where it was not possible to find clear evidence of which categories of items are covered by PTI: in Czechia no inspection tasks related to vehicle emission measurements are carried out on L-category vehicles⁵⁶ and electric vehicles according to legislation.

Follow-up of deficiencies (Art. 9)

Preventing accidents and guaranteeing safe and environmentally acceptable conditions of vehicles in road traffic through the timely identification of deficiencies are the main objectives of vehicle inspection. Deficiencies are distinguishable by their level of severity (minor, major and dangerous), as provided by Art. 7 of the Directive:

- Minor deficiencies do not significantly affect the safety of the vehicle, as well as environmental conditions.
- Major deficiencies may prejudice the safety of the vehicle, as well as environmental conditions, and expose other road users to risks.
- Dangerous deficiencies represent a direct or immediate risk to road safety and have an impact on the safety of the vehicle and on environmental conditions.

According to the Directive, in the case of major deficiency the test is deemed to have been failed, and the national authority is expected to set on the time limit before undergoing another roadworthiness test. Until that time, the national authority determines the possibility to use the vehicle in question or to impose restrictions to its use. However, the Directive has fixed a maximum time limit of two months following the initial test, which may not be exceeded by the provisions of the national authority (the MS or competent authority might decide on a shorter period if deemed necessary). The variations in the time limit allotted to complete another test, within which deficiencies are expected to be rectified, are listed in the following table.

Table 3: Analysis of the transposition on the follow-up of major deficiencies (Dir. 45 – Art. 9)

Country	Time limit to repeat the test	Additional information
EU	2 months	
AT	1 month	Deficiencies must be rectified within 4 weeks with no more than 1000 km of additional mileage.
BE	15 days	A roadworthiness certificate is issued with a limited validity (15 days) to allow the repair of the identified deficiencies
BG	14 days	
CY	Not specified	The inspector shall establish a procedure specifying the conditions under which the vehicle may be allowed to run until it has successfully undergone a new roadworthiness test.
CZ	1 month	
DE	1 month	The vehicle cannot be certified for road use if it fails the test again.
DK	Not specified	The vehicle may be used only for the service necessary for the vehicle repair. Testing centres lay down the condition for driving and may prohibit the use of the vehicle except for repairing.

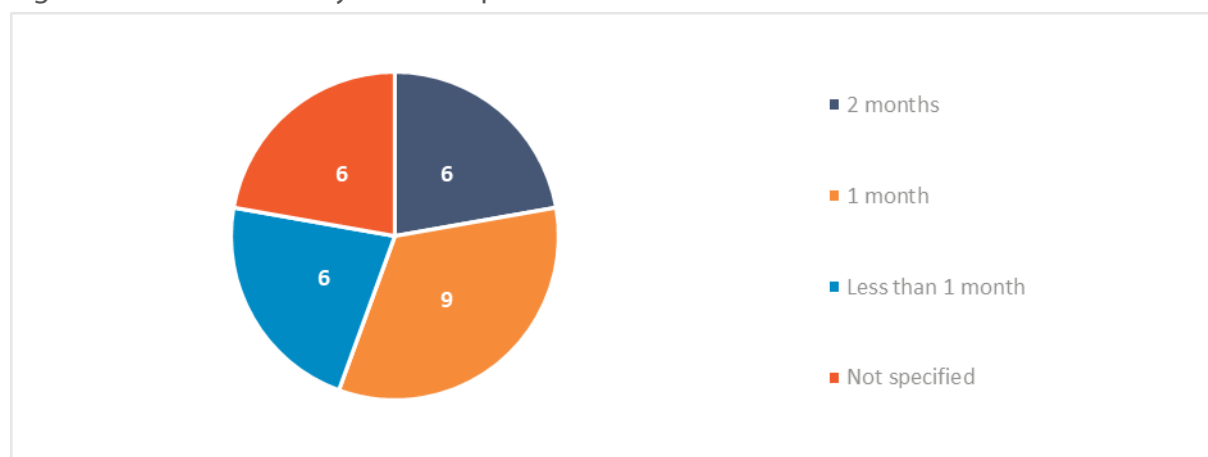
⁵⁶ According to Art. 6 of Directive 2014/45/EU MSs shall determine the areas, items and appropriate methods of testing vehicle categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm³.

Country	Time limit to repeat the test	Additional information
EE	1 month	
EL	2 months	
ES	2 months	The vehicle is prevented from circulating on public roads, except for transfer to the workshop or for a new inspection at the testing centre.
FI	2 months	
FR	2 months	1 month for categories M2, M3, N2, N3, O3, O4, 2 months for the other vehicle categories
HR	Not specified	Restriction or prohibition to use the vehicle shall be applied and appropriate follow-up measure taken
HU	2 months	
IE	Not specified	A new test is required to check those items which failed to pass the first test
IT	1 month	Derogation can apply to allow vehicles to circulate within a limited period of time before attending a new test
LT	1 month	A new test shall verify whether the deficiencies previously found have been rectified. The vehicle is not entitled to circulate on public highways.
LU	1 month	A roadworthiness certificate is issued with a limited validity (1 month) to allow for the repair of the identified deficiencies
LV	1 month	Depending on the severity of the deficiencies, a temporary permit to circulate is provided with a validity between 30 and 40 days
MT	16 days	
NL	Not specified	The vehicle is prevented from travelling on the road. It may be allowed to reach the closest repair station or being transported by an emergency vehicle.
PL	14 days	Restriction to driving in normal conditions (including cargo and passenger transport) are laid down by the inspector in the case of a negative outcome of the technical examination.
PT	15 days	
RO	1 month	If the deficiencies are repaired in less than 30 days a new test is carried out only for the deficiencies previously observed. If the repairs are not completed in 30 days, the technical inspection is carried out in full.
SE	2 months	If the severity of the deficiencies entails a driving ban the vehicle shall be inspected within 1 month, otherwise within 2 months.
SI	5 days	In the case of major deficiencies, a remedial roadworthiness test in the same professional organisation is allowed within a maximum of five working days from the previous test. If the five days have already passed, a new complete vehicle roadworthiness test shall be carried out.
SK	Not specified	

Source: Compilation by the authors based on national legislations

The Directive's minimum requirements have been clearly addressed by all MSs and the time limit has never exceed 2 months, with the only exception of those countries that did not specify such additional information. More specifically, the analysis revealed that in 6 MSs the time limit to carry out a new test has not been fixed, as in these countries the competent authorities evaluate this on the basis of the severity of the deficiency. 6 MSs are aligned with the 2 month set by Directive, while 9 MSs introduced a time limit of 1 month and for other 6 MSs this was fixed even shorter timings (about 2 weeks on average).

Figure 2: Time limit set by MSs to repeat the PTI



Source: Compilation by the authors based on national legislation

Testing centres (Art. 12)

Testing centres shall be authorised by the MS and its competent authority to carry out roadworthiness tests. Minimum requirements are laid down by the MSs, ensuring objectivity and quality. The following table summarises the analysis of measures introduced by MSs to comply with Article 12 of Directive 2014/45/EU. In particular, the second column indicates whether an authorisation is needed for testing centres to carry out the inspection on vehicles, while the third and fourth columns indicate whether the minimum requirements and performance indicators have been introduced for testing centres to be authorised to operate. On-site checks to verify whether testing centres comply with national requirements are sometimes indicated within national regulation but to a very limited extent.

Table 4: Analysis of requirements for testing centres (Dir. 45 – Art. 12)

Country	Authorisation needed (e.g. certificate of compliance)	Minimum requirements of infrastructure and equipment	KPI	On-site check
AT	✓	✓		
BE	✓	✓	✓ (waiting time)	
BG	✓	✓ (based on the vehicle to be tested)	✓ (quality)	
CY	✓	✓	✓ (quality)	✓
CZ	✓	✓ (based on the vehicle to be tested)		
DE	✓	✓		✓
DK	✓	✓		✓
EE	✓	✓		
EL	✓		✓ (quality)	

Country	Authorisation needed (e.g. certificate of compliance)	Minimum requirements of infrastructure and equipment	KPI	On-site check
ES		✓	✓ (quality)	
FI				
FR	✓	✓		
HR		✓		
HU		✓		
IE	✓			
IT	✓	✓		✓
LT	✓	✓		
LU	✓		✓ (quality)	✓
LV		✓ (based on the vehicle to be tested)		
MT				
NL	✓	✓		✓
PL	✓	✓		✓
PT		✓		
RO	✓	✓		
SE	✓	✓ (based on the vehicle to be tested)		
SI	✓	✓		✓
SK	✓	✓ (based on the vehicle to be tested)		

Source: Compilation by the authors based on national legislations

According to the national legislation review, minimum requirements for infrastructure and equipment used or indicators to ensure the quality of services are set in 24 MSs, while no reference has been found on the need for testing centres to get specific authorisation by national authorities in 7 MSs.

Testing centres infrastructures and equipment minimum requirements normally include the following:

- Control lines shall be adequate in terms of dimensions to accommodate vehicles in safe conditions. Spaces layout (width/length/height) for vehicle access and manoeuvre have to be properly dimensioned based on the vehicle to be tested (usually distinctions are made between vehicles up to 3.5 tonnes and those heavier);
- Storage areas for vehicles have to be adequate in terms of layout;

- Equipment for testing vehicle components such as brake systems, wheels, axle weights, suspension and exhaust gas emissions;
- Facilities installed for visitors in waiting rooms;
- IT systems protected and secured to keep record of data and information of tested vehicles. This may also include the use of video devices for test recording.

It is important to mention that periodic controls of the equipment used for vehicle testing to make sure they are kept in good working condition are not specifically included in the Directive but are always considered at national level. This also concerns the periodic calibration of instruments for measuring. In some MSs, an on-site check by an independent authority is required for licensing.

Key Performance Indicators (KPI) introduced to measure the quality of services at testing centres are usually required to be compliant with certain international quality standards (ISO 9001⁵⁷, ISO/IEC 17020:2012⁵⁸) and in some cases, to determine user satisfaction, they include waiting times.

Inspectors (Art. 13)

Inspectors performing roadworthiness tests shall fulfil the minimum requirements in terms of competence and training, whose acceptable level is verified by the MS's competent authority. This concerns both technical knowledge of road vehicles and the documented experience collected in the road vehicle field over at least three years. After the appropriate examination, a certificate or equivalent documentation shall be issued, containing main information on the inspector, the vehicle category for which the inspector is authorised to operate and the name of the issuing authority. In addition to such requirements (listed in Annex IV of the Directive), MSs are allowed to introduce additional qualifications concerning inspectors' education, working experience, competence and expected skills.

According to this, the analysis considered whether the implementation by MSs:

- addresses the minimum competence requirements as outlined in Annex IV;
- requires inspectors to undertake a practical and theoretical exam to be licensed for vehicle inspection and whether a certificate has to be issued by the control authority;
- introduces the need for refresher training for inspectors at certain intervals (not required by the Directive).

Table 5: Analysis of requirements for inspectors (Dir. 45 – Art. 13)

Country	Minimum competence (Annex IV) ⁵⁹	Refresh training	Exam and certificate (Annex IV)	Additional information
AT	✓	✓	✓(every 3 years)	Technical expertise can be obtained via technical universities, technical colleges, apprenticeships, or master craftsmen
BE	✓	✓	✓(specific qualifications and diplomas)	Traineeship period before being able to perform roadworthiness tests is required

⁵⁷ ISO 9001 specifies requirements for a quality management system.

⁵⁸ ISO/IEC 17020:2012 specifies requirements for the competence of bodies performing inspection and for the impartiality and consistency of their inspection activities.

⁵⁹ When * is indicated this means the Member State establishes a minimum list of requirements but this is not directly comparable with the one provided by Annex I of Directive 2014/45/EU.

Country	Minimum competence (Annex IV) ⁵⁹	Refresh training	Exam and certificate (Annex IV)	Additional information
BG	✓	✓	✓ (every 2 years)	Inspectors have to possess a driving license category B and at least 3 years of professional experience in the related field
CY	✓	✓	✓	Inspectors must hold the driving licence for those categories of vehicle subjected to PTI control and at least one year's experience in automotive engineering
CZ	✓		✓	A separate course shall be attended to acquire and enhance competence to perform roadworthiness tests limited to measuring vehicle emissions
DE	✓		✓ (every 3 years)	At least three years of experience in the field
DK	✓	✓	✓	
EE	✓	✓	✓	
EL	✓		✓	
ES	✓		✓	
FI	✓	✓ (at least once a year)	✓	The enrolment requirement for periodic inspection of HDV is 6 months of experience in periodic inspection and inspection of LDV. An external contractor provides qualified inspection officers to RSI.
FR	✓	✓ (different based on the type of vehicle)	✓	A candidate authorised by another MS must provide proof of at least 3 years of practice within the last 10 years to be authorised as well as a sufficient understanding of language
HR	✓	✓ (at least once a year)	✓	
HU	✓	✓ (every 2 years)	✓ (every 2 years)	
IE			✓ (different based on the type of vehicle)	
IT	✓		✓	
LT	✓		✓ (every 2 years)	
LU	✓		✓	
LV	✓		✓	
MT	✓		✓	
NL	✓*		✓	

Country	Minimum competence (Annex IV) ⁵⁹	Refresh training	Exam and certificate (Annex IV)	Additional information
PL	✓ (different based on the type of vehicle)			
PT	✓	✓	✓	
RO	✓*		✓	
SE	✓ (different based on the type of vehicle)		✓ (different based on the type of vehicle)	
SI	✓*		✓	Inspectors, in addition to the general conditions, must have at least five years' professional experience
SK	✓	✓	✓	

Source: Compilation by the authors based on national legislations

On a general basis, all MSs introduced minimum competence requirements addressing all items as provided in Annex IV of Directive 2014/45/EU, but for some MSs such requirements are not comparable with those listed in the Directive (e.g. areas of certified knowledge and minimum contents of technical competence are not clearly defined, or it is not stated how appropriate examination is carried out) and in the case of Ireland no reference was found within the national legislation.

The need for inspectors training refresh is not always clearly stated in the legislation, but usually it is repeated every year or, at maximum, two years. Some MSs require repeating the exam after a certain interval of time (usually every 2 or 3 years) to verify the continued competence of inspectors. The professional courses to be attended by inspectors in the MSs largely depend on the characteristics of the national educational professional system and are considered equivalent to those listed in the Directive.

Penalties (Art. 21)

According to the Directive, in case of infringements, the MSs shall lay down the rules on penalties according to their national provisions, taking all the necessary measures to ensure that rules are respected. Penalties shall be effective, proportionate, dissuasive and non-discriminatory. However, the Directive does not provide details on which penalties shall be applied and in which cases.

Table 6: Analysis of transposition on the type of penalties applied (Dir. 45 – Art. 21)

Country	Fine (range, if available)	Imprisonment (detention period, if available)	Suspension of vehicle (period applied, if available)
AT	✓		✓
BE	✓	✓ (8 days to 3 months)	
BG			✓
CY	✓ (up to CYP 5000)	✓ (up to 2 years)	

Country	Fine (range, if available)	Imprisonment (detention period, if available)	Suspension of vehicle (period applied, if available)
CZ			
DE	✓		✓
DK	✓		
EE	✓ (up to 100 fine unit)	✓ (up to 5 year)	
EL			
ES			✓
FI	✓	✓ (up to 6 months)	
FR			✓
HR	✓ (HRK 1000-15.000)		
HU	✓ (HUF 20.000-60.000)	✓ (up to 1 year)	
IE	✓ (EUR 500-5.000)		
IT	✓ (EUR 200-12.000)		
LT	✓ (up to EUR 300)		✓
LU	✓		
LV	✓		
MT	✓ (up to EUR 500)		
NL	✓	✓	
PL	✓ (up to PLN 500)	✓ (up to 5 years)	
PT	✓ (EUR 120-1.250)		
RO	✓ (up to RON 5800)		
SE	✓		
SI	✓ (EUR 400-4.000)		
SK	✓		

Source: Compilation by the authors based on national legislations

Financial penalties are established in almost all MSs. The actual amount of fines vary depending on the number and the severity of the infringements, as well as with the presence of other offences in connected fields. Some countries also consider the possibility of imprisonment and custody. Suspension of vehicles usually occurs when road safety is not guaranteed and is applied to a limited extent by few MSs. Control procedures and penalties application are carried out by competent authorities qualified to carry out controls on vehicles according to the national legal systems.

Transposition (Art. 23)

Directive 2014/45/EU fixes a date requirement for transposition into national legislation. The adoption and publication of the laws, regulations and administrative measures necessary for compliance with the Directive should have happened by 20 May 2017, by this time the European Commission should also have been informed. The measures established should have then entered into force within a year of that date (i.e. by 20 May 2018 at latest).

Other than that, for some provisions a staggered transposition is allowed: this is the case for provisions regarding vehicle categories L3e, L4e, L5e and L7e, which will apply from 1 January 2022. Furthermore, at the latest by 20 May 2021 testing centres are expected to communicate electronically with the competent authority of the MS concerning the information contained in the roadworthiness certificates. Specific derogations are also foreseen under other transitional provisions of the Directive: a MS may authorise, for a period of not more than five years after 20 May 2018, the use of testing facilities and equipment not compliant with the minimum requirements laid down in the Directive. Observance of other rules and procedures concerning supervising bodies laid down in Annex V of the Directive must be ensured at the latest as of 1 January 2023.

After a careful review of legislative acts provided by MSs to the EC, and made available by the EP in the context of this research study, the analysis revealed that transposition' acts has been published in compliance with the transposition and the application deadlines in 23 out of 27 EU MSs. However, it should be considered that the EC bears the responsibility to check whether the transposition has been fully completed. For Belgium and Czechia, in particular, the analysis revealed that the entering into force of national transposition measures had occurred a few months later than the deadlines set by Directive 45 and Directive 46. The same goes for Finland with both Directive 45 and Directive 46 and Poland for Directive 45. Furthermore, some derogations were introduced for certain minimum compliance requirements: this occurred for Italy and Latvia where testing centres were allocated some additional time in order to adapt and ensure full alignment with Directive 45.

3.3. Directive 2014/46/EU: vehicle registration documents

Key findings

Electronic records of data on all vehicles registered on a Member State's territory including the outcome of periodic roadworthiness tests and their period of validity is required by national legislations in 22 MSs, while only 3 MSs do not keep electronic records of suspended vehicles. However, given the short period of time since the Directive transposition and the complexity of the tool, it might be too early to make a complete assessment of national electronic registers implementation.

The reauthorisation procedure of a vehicle after being suspended has been clearly established only by 14 MSs within national regulations. In all cases a vehicle's suspension is automatically cancelled once the deficiencies are remediated and the vehicle has successfully passed a new test. No new registration is required for vehicles passing a new test after being suspended.

3.3.1. Overview of Directive's provisions

Directive 2014/46/EU introduces new requirements regarding registration documents for vehicles, amending Council Directive 1999/37/EC⁶⁰ and aiming at reducing administrative burden and easing the exchange of information between MSs, also by fostering the use of an electronic database to

⁶⁰ [Council Directive 1999/37/EC](#) of 29 April 1999 on the registration documents for vehicles.

keep relevant information accessible. To this end, MSs are required to electronically record data on all vehicles registered in their territories; this includes the outcome of periodic roadworthiness tests and their period of validity. Suspension of vehicle authorisation for use in road traffic shall be recorded electronically and information shall be made available to other MSs to facilitate the process of checking the current legal status of a vehicle.

The following table summarises the Directive relevant articles and indicates whether the articles include minimum standards to be adopted or provide only general indicative requirements.

Table 7: Articles to be assessed of Directive 2014/46/EU articles analysed

Article	Title/topic	Main content	Goals
Art. 1(3)	Electronic record of vehicle registration documents	Minimum set of data to be recorded electronically by the MS and made available to the competent authorities or testing centres for the purpose of periodic roadworthiness testing.	Minimum requirements
Art. 1(4)	Suspended vehicle	MSs shall keep track of vehicles with suspended authorisation to be used on the road by electronic means until the vehicle has passed a new roadworthiness test.	Specific procedure
Art. 1(7)	Check of the legal status	MSs may exchange information on the legal status of a vehicle previously registered in another MS, prior to the registration of the vehicle in a new MS.	Indicative procedure
Art. 2	Transposition	Deadlines for transposition and application of the Directive's provisions by MS.	Specific procedure

Source: Compilation by the authors based on Directive text

3.3.2. Analysis of national measures

Electronic record of vehicle registration documents (Art. 1(3)) and suspended vehicles (Art. 1(4))

The Directive introduces the electronic record of data for all vehicles registered in a MS's territory (amendments to Art 3 of Directive 1999/37/EC), including all mandatory elements in accordance with point II.5 of Annex I of Directive 1999/37/EC⁶¹ as well as the elements of points II.6(J) and II.6(V.7) and (V.9) of that Annex, where the data is available. In particular, these concern:

- information on the certificate (number and date of registration), information on the vehicle (type and technical specifications) and personal data of the registration certificate holder;
- information on vehicle category, CO₂ emissions and environmental category of EC type-approval;
- other non-mandatory data listed in Annex I or data from the certificate of conformity as provided for in Directive 2007/46/EC of the European Parliament and of the Council (1), where possible;
- the outcome of the mandatory periodic roadworthiness tests in accordance with Directive 2014/45/EU of the European Parliament and of the Council (2) and the period of validity of the roadworthiness certificate.

⁶¹ This act has been amended several times, consolidated version is available at the following link: <https://eur-lex.europa.eu/eli/dir/1999/37/2018-05-20>.

When the use of a vehicle has been suspended due to deficiencies detected in a periodic roadworthiness test, the suspension shall be recorded electronically, awaiting the completion of another inspection (amendments to Art 4 of Directive 1999/37/EC). If the following test is successful, the competent authority shall re-authorise the use of the vehicle in road traffic, without the need for a new registration process. MSs may require the issuance of a specific permission for suspended vehicles to drive to a workshop to rectify the defects or to the testing centre to perform the necessary test.

The analysis aims to verify whether MSs keep an electronic register containing the above-mentioned data and information. Where the electronic register has not been yet set, the transposition is considered as not compliant.

Table 8: Data and information electronically registered by MSs (Dir. 46 – Art. 1(3), Art. 1(4))

Country	Mandatory information on the registration document (Art.1 (3))	Outcome of PTI (Art.1 (3))	Electronic record of suspended vehicles (Art.1 (4))
AT	✓	✓	✓
BE	✓	✓	✓
BG	✓	✓	✓
CY			
CZ	✓	✓	
DE	✓	✓	✓
DK			✓
EE	✓	✓	✓
EL	✓	✓	✓
ES			✓
FI	✓	✓	✓
FR	✓	✓	✓
HR	✓	✓	✓
HU	✓	✓	✓
IE	✓	✓	✓
IT	✓	✓	✓
LT	✓	✓	✓
LU	✓	✓	✓
LV	✓	✓	✓
MT	✓	✓	✓
NL		✓	✓
PL	✓	✓	✓

Country	Mandatory information on the registration document (Art.1 (3))	Outcome of PTI (Art.1 (3))	Electronic record of suspended vehicles (Art.1 (4))
PT	✓	✓	✓
RO	✓	✓	✓
SE			✓
SI	✓	✓	
SK	✓	✓	✓

Source: Compilation by the authors based on national legislations

As shown in the table, there are only 5 MSs where national legislation does not provide details on electronic records of registered vehicles; two out of these 5 countries do not keep an electronic register of suspended vehicles. However, considering the short period of time since the transposition of the Directive at national level and the fact that the implementation of electronic register at national level might take some time to be designed and fully operational⁶², it might be too early to make a complete assessment on this requirement. Specific reference on reauthorisation procedures⁶³ are fixed only in 14 MSs. Usually vehicles are prohibited to be used in public roads until they have passed a new test. In particular, all procedures introduced by MSs comply with the Directive and vehicle suspension is automatically cancelled once the deficiencies are remediated and vehicle has successfully passed a new test. In no case a new registration is required for a vehicle passing a new test.

Check of the legal status (Art. 1(7))

With reference to data exchange between MSs, it is particularly important to check a vehicle's legal status in case of transfer of vehicles previously registered in another MS. The review of national legislation on the procedures for checking a vehicle's legal status and their application in practice is described in chapter 4, where the national authority surveys and the outcomes from the stakeholder interviews are also presented.

Transposition (Art. 2)

Directive 46/2014/EU should have been transposed by 20 May 2017, and the European Commission should have been notified accordingly. Measures included were to enter into application within a year of that date (by 20 May 2018 at the latest). In most cases the transposition' acts has been published in compliance with the transposition and the application deadlines (24 out of 27 MSs).

⁶² This was also confirmed by some of the National Authorities involved.

⁶³ See Annex 1 for details.

3.4. Directive 2014/47/EU: technical roadside inspection

Key findings

The minimum number of roadside inspections to be carried out annually is calculated on the basis of commercial vehicles registered in a Member State. Only 12 MSs set a minimum percentage for inspections at 5% of registered vehicles, and 5 MSs only made reference to the Directive's objective, while no reference is made by 8 countries.

Vehicle selection for initial roadside inspection is performed on the basis of a risk profile in 16 MSs, however random selection is also used in 14 Member States. In all cases items to be inspected are those required as a minimum by the Directive.

Cargo securing inspection methods have only been established in 19 MSs and minimum knowledge for inspectors involved is only required by 16 Member States. However, details on the training of inspectors are not specified in any national legislation.

The use of a vehicle found with major or dangerous deficiencies during initial or more detailed inspection is restricted in all MSs and limited to what is required to reach one of the closest workshops, provided that the dangerous deficiencies are mitigated to allow such movement and that there is no immediate risk for the safety of the vehicle's occupants and other road users. Prohibition of using a vehicle generally occurs to a very limited extent.

Financial penalties are established in almost all MSs with the amount of the fine varying depending on of the severity of the infringement found during roadside inspections. Suspension of the vehicle usually occurs in cases where the negligence causes severe consequences to road users.

3.4.1. Overview of Directive's provisions

Directive 2014/47/EU establishes a methodology for the selection of commercial vehicles circulating in the Union, to be subjected to technical roadside inspection. The Directive applies, at minimum⁶⁴, to commercial vehicles with a designed speed exceeding 25 km/h of the following categories, as referred to in Directive 2003/37/EC and Directive 2007/46/EC:

- motor vehicles designed and constructed primarily for the carriage of persons and their luggage, belonging to categories M2 and M3;
- motor vehicles designed and constructed primarily for the carriage of goods, belonging to categories N2 and N3;
- trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3.5 tonnes, belonging to categories O3 and O4
- wheeled tractors of category T5, the use of which mainly takes place on public roads with a maximum designed speed exceeding 40 km/h.

In particular, in order to guarantee a balanced approach, MSs are required to carry out a number of inspections proportionate to the number of commercial vehicles registered and/or operating on their territory.

⁶⁴ MSs may introduce national requirements concerning roadworthiness tests for vehicles registered in their territory in addition to those included in the list, such as light commercial vehicles of category N1.

Operators and undertakings risk profiles, as referred to in Directive 2006/22/EC⁶⁵, shall be used as a priority to select the vehicle to be inspected. Risk profiles are based on the results of previous roadworthiness tests and roadside inspections, considering also the number and severity of the identified deficiencies.

With regard to the method for vehicle inspection, the Directive introduces a two-step approach. First is an initial check of the overall conditions of the vehicle and its documentation and, if needed, a more detailed inspection may be performed using a mobile inspection unit or the closest testing centre. Although light commercial vehicles under 3.5 tonnes (vehicle of category N₁) are not within the scope of this Directive, MSs are encouraged to extend the application of the provisions at issue to such a category of vehicle. With its adoption, Directive 2014/47/EU repealed the former Directive 2000/30/EC.

The following table summarises the relevant articles of the Directive and indicates whether the articles include the minimum standards to be adopted, or provide only general indicative requirements.

Table 9: Directive 2014/47/EU articles analysed

Article	Title/topic	Main content	Goals
Art. 5	Percentage of vehicles to be inspected	Indicative percentage of vehicles to be inspected by MSs, which shall be proportionate to the total number of such vehicles registered in the MS.	Indicative requirement
Art. 9	Selection of vehicles for initial technical roadside inspection	Method for selecting vehicles to be subject to an initial roadside inspection, based on the risk profile of operators and undertakings using such vehicles.	Indicative procedure
Art. 10	Contents and methods of technical roadside inspection	List of items to be checked by the inspector in the initial technical roadside inspection and during a more detailed technical roadside inspection, to be carried out on the basis of the outcome of the initial inspection.	Minimum requirements and specific procedure
Art. 13	Inspection of cargo securing	Method for checking cargo securing by appropriately trained personnel.	Indicative procedure
Art. 14	Follow-up in the case of major or dangerous deficiencies	Process of rectification for vehicles found with a major or dangerous deficiency during an initial or more detailed inspection, including the case of vehicles registered in another MS or outside the Union. This requires the completion of a full roadworthiness test within a certain time period, to be set by authorities, during which time the deficiencies must be rectified.	Specific definition and procedure
Art. 25	Penalties	MSs shall lay down rules on effective, proportionate, dissuasive and non-discriminatory penalties applicable to infringements of the provision of this Directive. Rules are not set by the Directive.	Indicative procedure

⁶⁵ [Directive 2006/22/EC](#) of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities.

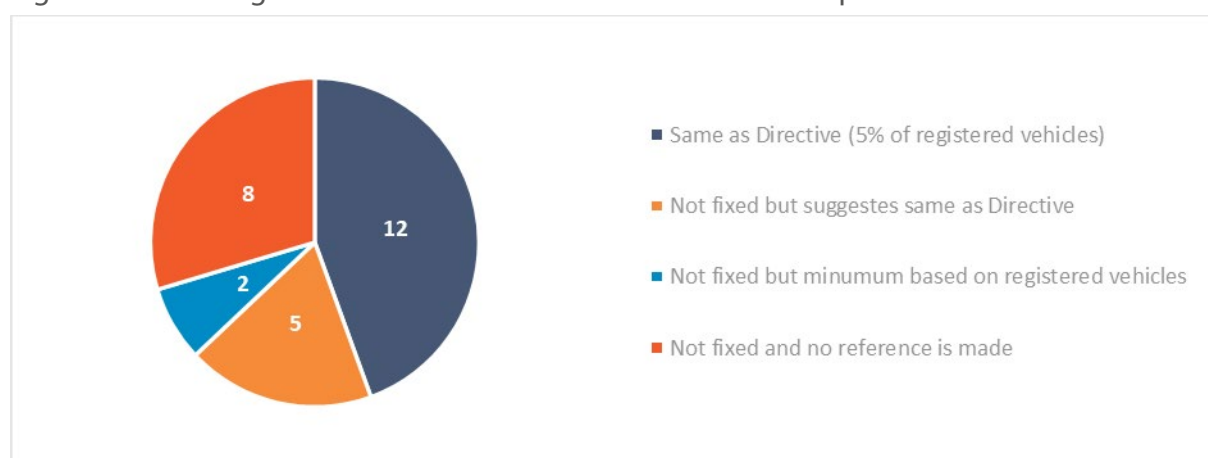
Source: Compilation by the authors based on Directive text

3.4.2. Analysis of national measures

Percentage of vehicles to be inspected (Art. 5)

Article 5 of Directive 2014/47/EU requires national authorities to carry out a number of roadside inspections proportionate (5 %) to the total number of vehicles registered in their territory. Only 12 MSs foresaw the same target as the Directive, while 5 MSs made specific reference to the Directive but without any specific target for initial roadside inspection⁶⁶. Germany and Romania do not refer to the minimum set by the Directive and only state that annual inspections shall involve a representative proportion of registered vehicles, while for many other countries no reference on the minimum number of controls could be identified within the available national legislation.

Figure 3: Percentage of commercial vehicles to be roadside inspected



Source: Compilation by the authors based on national legislation

Article 20 of the Directive makes compulsory to the countries the electronic transmission to the Commission of the data collected concerning vehicles inspected in their territory every two years. This provision is in line with article 6 of the Directive 2000/30/EC, repealed by the Roadworthiness Package and guarantees the continuity of monitoring (see the reports published by the European Commission following the analysis of the data received by MSs⁶⁷). With this respect, the report on the period 2017-2018 registers a consistent decrease (-20.9 %) in the number of technical roadside inspections performed at national level. According to the explanations provided by the MSs, this was due to the combined result of reduced resources employed, changes in national legislation and ineffective application of the rules. After the entry into force of Directive 2014/47/EU and the application of the high-risk rating system, it is not excluded that more targeted inspections will be carried out in order to match the minimum percentages of vehicles to be inspected on yearly basis.

⁶⁶ See Annex I for details.

⁶⁷ European Commission, Report on the application by the Member States of Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of Commercial vehicles circulating in the Community-Reporting period 2017-2018, 2020 - [https://www.europarl.europa.eu/RegData/docs_autres_institutions/commission_europeenne/com/2020/0107/COM_COM\(2020\)0107_EN.pdf](https://www.europarl.europa.eu/RegData/docs_autres_institutions/commission_europeenne/com/2020/0107/COM_COM(2020)0107_EN.pdf)

With the purpose of drafting the final report, all the Member State submitted data on volumes of RSI carried out in the reference period (as well as suspensions and detected deficiencies): although Directive 2014/47/EU had already entered into force, data had been collected following the previous Directive 2000/30/EC. Hence, final results are not comparable with the current regulation on RSI, for which the first report will be available in 2022.

Selection of vehicles, content and method for initial technical roadside inspection (Art. 9-10)

According to Art 9, during roadside inspections, inspectors may select as a priority vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC, which is defined based on the relative number and severity of infringements on social legislation (Regulation (EC) No 561/2006⁶⁸ and Regulation (EU) No 165/2014⁶⁹). Specifically, poor results of RSI on compliance with technical regulations and cargo safety, as stated by Directive 2014/47/EU, lead to a higher risk factor being attributed to operators, and the competent authorities of the MS are expected to use this information to check more frequently those operators. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle might cause a risk to road safety or to the environment.

The following table summarises the different methods used by MSs to select vehicles for roadside inspection. For a number of countries it was not possible to identify the selection criteria within the national legislation. However, it should be considered that the MSs are not strictly required to follow the method recommended by the Directive.

Table 10: Vehicle selection for initial roadside inspection (Dir. 47 – Art. 9)

Country	High-risk profile (Dir. 2006/22/EC)	Random	Risk to safety and environment	Remarks
AT	✓		✓	
BE	✓	✓	✓	
BG	✓			
CY				Information on the number and severity of failures in vehicles controlled during roadside inspection are used for defining the risk profile.
CZ				
DE	✓	✓	✓	Selection of vehicles for inspection occurs with no bias regarding the nationality of the driver or the country of registration of the vehicle.
DK	✓	✓	✓	Risk rating system shall be used to carry out more frequent controls, this include using information received by other MS
EE	✓	✓		
EL	✓	✓	✓	

⁶⁸ [Regulation \(EC\) No 561/2006](#) of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85.

⁶⁹ [Regulation \(EU\) No 165/2014](#) of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport.

Country	High-risk profile (Dir. 2006/22/EC)	Random	Risk to safety and environment	Remarks
ES	✓	✓	✓	Selection of vehicles for inspection occurs with no bias regarding the nationality of the driver or the country of registration of the vehicle.
FI	✓			Based on the expertise of police officers and through their own risk assessment. Traficom ⁷⁰ provides a list of companies which have presented the most deficiencies in the past to inspectors.
FR	✓	✓	✓	
HR				
HU	✓	✓	✓	The Minister responsible for transport, in agreement with the Traffic Control Authorities, decides by 30 November each year on the following year's annual plan of technical inspections on public roads, in line with the outcome of technical inspections of previous years
IE				
IT	✓	✓	✓	
LT	✓			Data from the Information System Vektra and the Economic Operators managed by the Lithuanian Transport Safety Administration is also used
LU	✓	✓	✓	
LV				
MT	✓	✓	✓	
NL				
PL	✓		✓	Infringements related to driving time, mandatory breaks and rest periods of drivers, including the use of a tachograph are used to define vehicle risk profile, hence vehicle selection
PT	✓	✓	✓	
RO	✓		✓	
SE				
SI	✓	✓	✓	

⁷⁰ The Finnish Transport and Communications Agency (Traficom) is the Finnish authority in licence, registration and approval matters, that promotes traffic safety and the smooth functioning of the transport system.

Country	High-risk profile (Dir. 2006/22/EC)	Random	Risk to safety and environment	Remarks
SK		✓	✓	

Source: Compilation by the authors based on national legislations

In 13 MSs vehicle selection is performed by considering both randomly and by risk profile, as referred to in Directive 2006/22/EC, while in 6 MSs risk profile is the only criterion. The suspicion that a vehicle presents a risk to road safety or to the environment is also mentioned as a criterion for vehicles selection in 16 MSs. In summary, the criteria used by MSs to select the vehicles on which technical RSI are to be carried out are the same as those set out in the Directive. Some countries use them all, while others only partially, but in every case (except for Slovakia) the mandatory risk rating system is employed.

In relation to the content of initial roadside inspection, the Directive requires inspectors to check the vehicle documents and undertake specific visual checks of the technical conditions of the vehicle, including an assessment of the securing of cargo loaded, provided that the inspectors fulfil the minimum competence and training requirements laid down in Article 13 and in Annex IV to Directive 2014/45/EU. Based on the severity of deficiencies found, inspectors shall decide to submit the vehicle to a more detailed technical inspection at testing centres (items to be checked are those listed in Annex II of Directive 2014/47/EU). The analysis of national legislation revealed that all MSs include the same list of items to be inspected as provided by Art. 10; the exceptions are of the Netherlands and Sweden for which no reference was found in their national legislations.

Box 1 Training of roadside inspectors

Art.10 of Directive 2014/47/EU provides for the list of the items to be checked at RSI and the inspector's tasks. They mostly concern a visual assessments, documents checks and verification of deficiency rectification. Inspectors are responsible for the decision on subjecting the vehicle to a more detailed roadside inspection.

Due to the crucial role they have in such an inspection phase, a more in-depth analysis though direct interviews has been carried out in order to learn more on how MSs managed the distinction between the initial and a more detailed inspection, the fact that the latter may only be carried out by inspectors complying with the minimum training requirements of 2014/45/EU, the gaps in training, knowledge and competence between the personnel involved in the two inspection steps.

The outcome is that in in two countries (Finland and Italy) at least one inspection officer must be present at the RSI. In other MSs there is a distinction between the two roles, and the visual inspection is carried out by specially trained staff (e.g. of the public security services in Austria) that do not have the same training and technical education as the inspectors in the testing centres (Hungary and Slovenia). With respect to the Netherlands, the RSI is generally performed by police officials who receive a specific training and, under special circumstances (not specified by the Member State), police officials may be supported by RDW inspectors, that are qualified to carry out more detailed inspection.

Roadside inspectors are not expected to carry a complete RW test, but they should be able to at least identify the presence of deficiencies potentially risky for users and environment's road safety. Sometimes this lack of knowledge may be bridged by an inspector's long field experience or specific training, nevertheless competence divergence could result in an inconsistent inspection procedure.

Inspection of cargo securing (Art. 13)

According to the Directive's provision, during a roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Annex III of the same Directive. Inspection shall be carried out by personnel appropriately trained for that purpose, however no details are provided in this respects. Compared to Art. 10 on the contents and methods of technical roadside inspections, the provision on cargo securing is not deemed mandatory and many MSs did not include such a measure within their national legislations.

In particular, only 20 MSs included this provision as part of the roadside inspection and 16 MSs among these established minimum knowledge requirements for inspectors involved in cargo security checks. However no specific details on the content of the training is provided and in many cases the legislations only indicate that inspectors shall demonstrate knowledge in this field of inspection.

For instance, the staff involved in the cargo securing checks usually have to undergo specific training within the scope of cargo securing and training are conducted by members of the public security services (federal, state, local police etc.). In some countries specific training programs and refresher courses for personnel involved in cargo inspection are required.

Follow-up in the case of major or dangerous deficiencies (Art. 14)

In case major or dangerous deficiencies are revealed by an initial or more detailed inspection, MSs shall ensure that such deficiencies are rectified before the vehicle is further used on public roads. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit, while in the case a prompt or immediate rectification is required, the use of the vehicle shall be restricted or prohibited until existing deficiencies have been rectified. In such cases, the use of the vehicle may be permitted only to reach one of the closest workshops or – when this is not possible – the vehicle may be brought to an available location where it can be repaired.

MSs have introduced some specific follow-up procedures in the case of major or dangerous deficiencies. These procedures may include a predefined time limit to rectify deficiencies, restriction in the use of the vehicles and, if deemed necessary, prohibition of the use of the vehicle⁷¹. In many cases, the technical inspection that follows concentrates on those items presenting the deficiency and not on the whole vehicle. However, complete roadworthiness tests may be required depending on the severity of deficiencies found.

The following table summarises the actions that may be taken by MS's authorities as part of the follow-up procedures. In particular, when use is restricted the vehicle is allowed to run on public roads (in some cases highways are excluded) for a certain time period, while prohibition of the use of the vehicle means that the vehicle is only allowed to reach the closest place for inspection or, when that is not possible (safety risk or severity of damage), the vehicle is towed to the same place.

Table 11: Analysis of transposition on the follow-up of major or dangerous deficiencies (Dir. 47 – Art. 14)

Country	Time limit to rectify deficiencies	Restricted use of the vehicle	Prohibited use of the vehicle	Additional information
AT		✓	✓	The vehicle has to be presented to a certified inspector no more than 10 km in distance.
BE	✓	✓	✓	
BG			✓	
CY		✓	✓	
CZ	✓ (30 days)	✓	✓	
DE			✓	In case of severe deficiencies the control report can be transmitted to the registration authority for further decision on the registration of the vehicle. For vehicles registered in a third-country, the entry into the Federal Republic of Germany can be refused if severe deficiencies are found.
DK				
EE			✓	
EL	✓ (7 or 30 days)			Inspector's decision to subject a vehicle to a full inspection within 7 days or leave 30 days to fix the deficiency depending on the severity .
ES	✓ (15 working days)	✓	✓	The items to be inspected shall be defined by the concerned inspector on the basis of the deficiencies detected during the roadside technical inspection to which the vehicle had previously been subject.

⁷¹ In addition, some MSs have introduced some further requirements. For instance, Austria set a 10km distance limit before the vehicle has to be presented for inspection.

Country	Time limit to rectify deficiencies	Restricted use of the vehicle	Prohibited use of the vehicle	Additional information
FI	✓	✓	✓	
FR	✓ (1 month)			
HR	✓		✓	
HU	✓	✓	✓	The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit (20-30 days)
IE			✓	The inspector may decide the vehicle is immobilised until the deficiencies have been fixed and evidence on this shall be produced by obtaining a certificate.
IT	✓	✓	✓	
LT	✓	✓	✓	
LU			✓	
LV		✓	✓	
MT		✓	✓	
NL			✓	
PL	✓	✓	✓	Deficiencies found in vehicles not registered in Poland are communicated to the Chief Inspector of Road Transport and vehicle use may be prohibited or restricted
PT		✓	✓	
RO		✓	✓	
SE		✓	✓	
SI		✓	✓	
SK	✓ (60days)	✓		If the inspection, after 60 days, reidentifies the same serious deficiency, the vehicle shall be technically incapable of operating on the road. If the vehicle operator fails to submit a further technical check on the vehicle within the prescribed period, the vehicle shall be technically incapable of operating on the road.

Source: Compilation by the authors based on national legislations

Except for France, Denmark and Greece, where no reference was found within national legislations, all MSs restrict or even prohibit the use of a vehicle found with major or dangerous deficiencies during inspections. The use of the vehicle is usually limited to reaching reach one of the closest

workshops, provided that the dangerous deficiencies are mitigated to allow such movement and that there is no immediate risk to the safety of the vehicle's occupants and other road users. The time limit to rectify the deficiency is not always specified and usually does not exceed the period of one month. In general, national laws specify that the deficiencies shall be rectified immediately.

Penalties (Art. 25)

According to the Directive, in case of infringements, MSs shall lay down the rules on penalties according to their national provisions, taking all the necessary measures to ensure that rules are respected. Penalties shall be effective, proportionate, dissuasive and non-discriminatory. However, the Directive does not provide details on which penalties shall be applied and in which cases.

Financial penalties are established in almost all MSs (for 19 out of 27 MSs a specific reference on applicable fines was found in the legislation), with their amount varying according to the number and severity of the infringements as well as the presence of other offences in connected fields. Suspension of the vehicle and even imprisonment are considered: while suspension of the vehicle for a certain period is usually related to major or dangerous deficiencies which pose risks to road safety, imprisonment usually occurs in extreme cases of negligence causing severe consequences, such as death of a person or serious health damages. The following table summarises the type of penalties introduced by MSs for infringement to the provisions of this Directive.

Table 12: Analysis of transposition on the type of penalties applied (Dir. 47 – Art. 25)

Country	Fine (range, if available)	Imprisonment (detention period, if available)	Suspension (period applied, if available)	Others
AT	✓		✓	
BE	✓ (EUR 75-6.600)			Higher when the driver refuses to undergo the roadside test or the speed limit equipment of the vehicle is not present or not working.
BG	✓		✓	If the vehicle is deemed not roadworthy (dangerous deficiencies), the vehicle registration owner faces civil charges
CY	✓ (up to CYP 2.000)			
CZ	✓		✓	
DE			✓	
DK				
EE	✓ (up to 100 fine units)	✓ (up to 5 years)		
EL				
ES			✓	
FI			✓	

Country	Fine (range, if available)	Imprisonment (detention period, if available)	Suspension (period applied, if available)	Others
FR			✓	
HR	✓		✓	
HU	✓ (HUF 30.000-800.000)			In case of several infringements at the same time, an accumulated financial penalty can be tagged, up to HUF 2.200.000
IE	✓		✓	Where a vehicle has been detained, immobilised, removed and stored, the charges are time-based
IT	✓ (100-12.000)			
LT	✓			
LU	✓			
LV	✓			
MT	✓ (up to EUR 1.200)			
NL	✓ (up to EUR 4.150)	✓ (up to 2 months)		
PL	✓ (up to PLN 2.000)			
PT	✓ (EUR 120-1.250)			
RO				
SE	✓			
SI				
SK	✓			Fines are imposed within one year from when the administrative authority became aware of the infringement, but no later than two years from the date of the infringement.

Source: Compilation by the authors based on national legislation

4. The information exchange between Member States

Key findings

The competent authorities of all the consulted MSs (21) recognise the validity of the CRW through their own national testing system without carrying out further tests. The main issue in verifying the CRW's validity is due to difficulties in contacting NCPs (33%), followed by the time required to obtain the document and the actual provision of the document to the requesting national authority (27%).

Verification of validity is usually conducted by checking the driver's documents and verifying their compliance with the Directive, or referring to further investigations with NCPs. CRW information is provided by NCPs in 75% of cases to the inquiring Member State.

All MSs notify the competent authority of the data collected during vehicle testing, including the odometer reading. With respect to the time in which the information in the CRW is retained within the national database, 53% of the interviewed authorities have declared that there is no fixed limit in keeping information in the database.

The proof of CRW issued by another Member State is currently recognised by the all authorities in the different Member State.

Half of the countries investigated store data on latter legal status in a national electronic database. It is usually possible to check the latter legal status on the basis of the information available from the Member State of previous registration (59% out of total cases). Issues in checking a vehicle's latter legal status from the Member State of previous registration are mainly connected to hindrances in contacting NCPs and lack of documents provided to the requesting national authority (25%), followed by the time required to obtain the document and the availability of vehicle documents and other document availability (19%).

The exchange of information required to check the latter legal status is not mandatory. This decreases the effectiveness of the provision and calls for the need to implement an adequate international network. A clear application would simplify and speed up cross-check procedures at re-registration.

Only 7 MSs among those interviewed, keep an electronic database of the major and dangerous deficiencies inspected at roadside inspection. The process of deficiency notification at national level is mostly electronic, while contacts and notifications with other MSs by electronic platforms are not frequent. Some MSs are currently working for making such data available to other authorities on internationally recognised platforms.

After major or dangerous deficiencies have been found in a vehicle not registered in the Member State of inspection, the contact point may be requested to notify the results of the inspection to the contact point of the Member State of the vehicle. It is an optional provision, and only 39% of the interviewed MSs use the national electronic register for this purpose. If deficiencies are rectified in the inspecting Member State, results of test are communicated to the Member State of registration in 55% of cases.

Almost all the respondents have already designed their National Contact Points and are aware of the contact points designated by other Member State and the manner through which to contact them, except for Belgium. Occasionally, more than one NCP has been designated in the same country, depending on the Directive. Around half of the countries interviewed have developed an information platform for data exchange.

4.1. The stakeholder consultation

4.1.1. Methodology and approach

The Roadworthiness Package provisions aim at fostering the electronic recording of vehicle information and periodic technical inspection with the intent to reduce administrative burden and ease the exchange of information between MSs and to prevent odometer fraud and infringements of national and international regulations. This aspect of the Package has been analysed by combining the review of national legislations with targeted consultations and direct interviews on the functioning of the exchange of information between national authorities and on the mutual recognition of technical controls between MSs.

The targeted consultation made use of a structured questionnaire and was addressed to the national authorities of the 27 EU MSs plus Switzerland, Norway and United Kingdom. Direct interviews were conducted to clarify some replies or to fill some gaps.

4.1.2. Sample composition

23 different organisations from 21 MSs participated actively in the consultation: in most of the cases (19 countries), national authorities are those representing the National Contact Points (NCP)⁷² as provided by Directive 2014/45/EU, while the remaining 4 respondents are inspection and supervision authorities (see the complete list in Annex III). In order to get a proper understanding of certain national regulations, more than one authority per country was involved. In particular, this occurred for Belgium and Romania.

Table 13: National authorities outside the EU involved in stakeholder consultation

Country	National authority	Description	NCP
CH	Astra- Ministry of Transport Federal Roads Office FEDRO	No executive role. Office in charge for legislation, registration and inspection.	N
NO	Public Roads Administration	RW, RSI and legislation authority	Y
UK	Driver and Vehicle Standards Agency (DVSA)	Enforcement and testing authority	Y

Source: Compilation by the authors based on the findings of the consultation

Authorities of some extra EU countries were also involved. In particular, Switzerland, Norway and United Kingdom, which even if not part of the Union, have partially or completely adopted the Roadworthiness package through international agreements. It is worth underlining that the implementation of the Package rules in the UK legal framework occurred before the confirmation of Brexit. Throughout the execution of this study, the UK has continued to apply the Package: however, its future application will very much depend on the deal that will be signed with the EU as a part of the EU-UK Withdrawal Agreement⁷³. Conversely, Norway and Switzerland are EFTA countries (European Free Trade Association) and they are expected to apply the same rules contained in the RW Package, in conformity with the bilateral agreements between these two countries and the EU.

⁷² In Ireland, the Road Safety Authority (RSA) is the NCP only for Directive 2014/45/EU and 2014/47/EU, whilst in France the UTAC – Ministry of Transport is only for Directive 2014/45/EU.

⁷³https://ec.europa.eu/info/european-union-and-united-kingdom-forging-new-partnership/eu-uk-withdrawal-agreement_en (last update July 2020).

4.1.3. Questionnaire and direct interviews

A structured questionnaire was adopted to gather harmonised information from respondents. The questionnaire contained multiple-choice questions as well as open questions, according to the topic and the complexity of the expected answer. The topics dealt with the main issues in national procedures and with cooperation and exchange of information among MSs. The key points inspected through the questionnaire include:

- re-registration procedure and Certificate of Roadworthiness (CRW) international validity;
- exchanging information between contact points;
- collection, storage and sharing of electronic vehicle information (periodic RW, deficiencies, legal status).

The main themes were chosen in order to permit a clarification on the functionality of national procedures and to understand the state-of-the-art of the harmonisation between MSs and how the exchange of information works in practice.

Some of the authorities were selected for a follow up in-depth interview. The key points inspected through in-depth interview were:

- how support is provided between contact points;
- national procedures and issues in collecting, storing and sharing data and information;
- EUCARIS functioning and potential improvements;
- how the gap between roadworthiness inspectors and RS inspectors' requirements is managed;
- the selection of vehicles subject to RSI and the training of cargo inspection personnel.

Once again, the state-of-the-art toward harmonisation was investigated, as well as the tools available for data exchange. Interviews also aimed at helping in bridging the potential gaps with information found in national legislations, clarifying complex procedures and completing missing information.

4.2. Mutual recognition of certificates by Member States

One of the most relevant aspects included in the Roadworthiness Package concerns the mutual recognition of inspection certificates for second-hand used vehicles previously registered in another MS and for which re-registration is required. This mainly concerns the recognition of the validity of the CRW and the proof of test. The legal validity of documents is made possible as a consequence of a minimum set of testing requirements that guarantee the reliability of a vehicle's documentation (e.g. the registration of the mileage reading during the roadworthiness inspections to prevent frauds and provide official evidence of actual kilometres).

The key points inspected in the targeted consultation were split into two chapters of the questionnaire:

- the "Mutual recognition of certificates by MSs";
- the "Information record and exchange between MSs".

Sharing platforms are needed to exchange data among MSs and to perform verifications and cross checks on the vehicle and driver's documents. According to the analysis carried out, EUCARIS is the most used electronic tool and it counts on an increasing number of MSs adhering. Many of the interviewed authorities gave positive feedback on the system and agreed in promoting its development and are confident that it could solve most of the problems of communication.

Box 2 Platforms for data exchange

EUCARIS

EUCARIS (European Car and Driving licence Information System) is a system that connects countries to assist them with the sharing of vehicle and driving licence information and other transport related data. It has been developed by and for governmental authorities, notably as a co-operation tool among national registration authorities. Data exchange via this application is based on different legal premises. Some applications are based on the legal framework of the EU, some are based on bi-lateral or multilateral agreements and treaties.

It is essential to note that EUCARIS makes no use of a central European database. Each country is responsible for its own national registry of vehicle and driving licence information and its own registration procedures. Through their national registration authority other government institutions can request information on e.g. vehicles from another country. The national registration authority becomes a central hub in EUCARIS.

The targeted users are governmental authorities responsible for the registration of motor vehicles and the issue of vehicle documents and driving licences. The system can also be used by governmental organisations responsible for tracking stolen vehicles, theft and fraud prevention, as well as prosecuting authorities, the police and customs and excise. On the EUCARIS platform country pages, if provided by the respective Member State, it is possible to find data about contact persons and organisations that handle vehicle and driving licence registration.

Multiple services are supported via EUCARIS: AVI (Actual Vehicle Information) is one of the functional additions (extension) to the platform and provides information about a vehicle during its lifecycle.

Reference: EUCARIS website

ERRU

ERRU (European Registers of Road Transport Undertakings) is a system officially adopted and recognised by the European Commission for linking national electronic registers of road transport undertakings and has been operational since 2013. The ERRU service implements Commission Regulation (EU) No 2016/403, supplementing Regulation (EC) No 1071/2009 of the European Parliament and of the Council. The common rules for the interconnection via ERRU are established in Commission Regulation (EU) No 1213/2010.

It allows the competent authorities to better monitor the compliance of road transport undertakings with the rules in force. Undertakings that do not respect the rules when operating abroad will face the consequences in the Member State where they are based. This creates fairer competition conditions in the road transport market.

For joining the ERRU network, a Member State chooses either to use the EUCARIS ERRU service or the ERRU EU Hub. Since EUCARIS and EU Hub are coupled, all connected countries can communicate with each other, irrespective of the technical solution that was chosen (EUCARIS or EU Hub).

Reference: European Commission, ERRU webpage

4.2.1. Roadworthiness certificate (CRW)

With reference to the Roadworthiness certificate (CRW), the Impact Assessment study prepared by the European Commission for the preparation of the new Package⁷⁴ highlighted three main issues:

⁷⁴ European Commission, roadworthiness package Commission staff working paper. Impact Assessment, [SWD\(2012\) 206 final](#).

- MSs often refused to recognise the CRW issued by other MSs for re-registration purposes and required a new test to be performed according to national rules before re-registration can take place. The European Court of Justice stated at many occasions the illegal character of such practices.
- Collection and storage of available information on odometer reading is one of the main safety-related components of vehicles, especially for those involved in serious accidents and in case of tampering with mileage; the requirement to test the odometer for signs of manipulation and for defects had already been introduced by Directive 2010/48/EU, then repealed by Directive 2014/45/EU; nevertheless, such a measure was not as effective as expected, due to the lack of comparison of the readings with the those taken previously and to the difficulties of exchange of information between testing centres.
- The PTI certificate, that often constitutes the only proof against which enforcement authorities can check if the vehicle meets the environmental and safety standards of roadworthiness, was often subject to fraud.

Following the aforementioned obstacles, the Directive provided that:

- each MS shall recognise the CRW issued by another national authority, as if it had itself issued that certificate, provided that the CRW is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering MS;
- the odometer reading is cross checked with that of the previous roadworthiness test, by making available the needed information electronically to the inspectors;
- the exchange of data between testing centres and the authorities, preventing undetected fraud in RWC and including additional information in the document, such as the identity of the vehicle and the results of the test.

CRW verification of validity

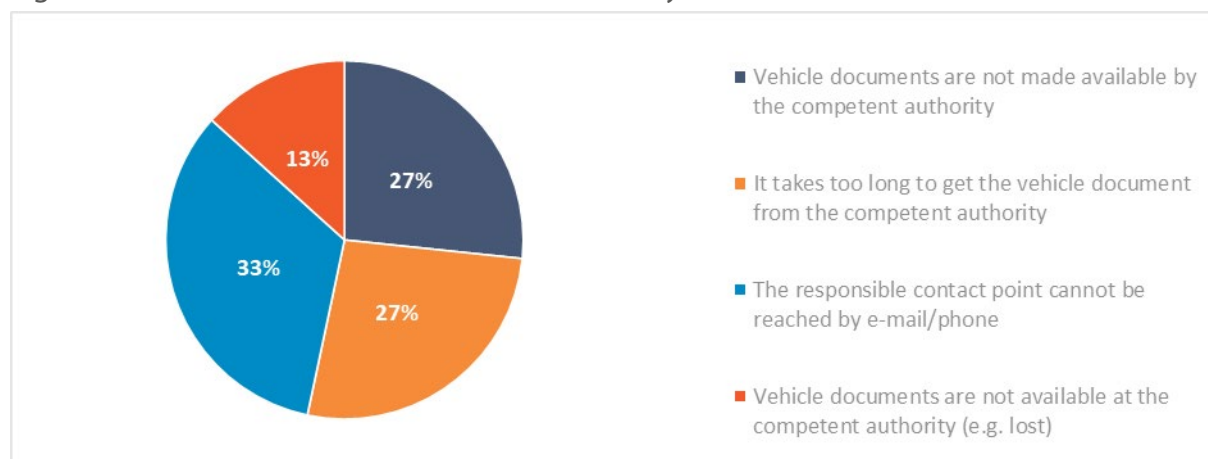
Sharing the information contained in national and manufacturers' electronic vehicle databases may help improve the efficiency of the entire chain of vehicle administration and help reduce costs and administrative burden. The CRW document is necessary for re-registration of a vehicle already registered in another MS. In case of concern over a document's recognition, before completing the re-registration procedure, the MS is allowed to verify the validity of the roadworthiness certificate, or, *vice versa*, in supporting foreign authorities who need to check the CRW for a vehicle registered in the MS country. Items included in the CRW are required to be standardised with the harmonised Union code (Annex II of Directive 45) and for this reason the questionnaire also inquired into the effective completeness of the documents.

According to information gathered through the consultation process, in all MSs the authority responsible for managing the roadworthiness testing system recognises the validity of the CRW without carrying out further tests through their own national testing system. More precisely, in Greece in case of doubt, testing centres proceed with a technical inspection, while Romania performs a new test whenever the CRW model is not compliant with the model of the Directive. In Sweden and Slovenia, a new roadworthiness control is performed if the required information is not available or if there are doubts about the information contained in the document.

An interesting remark from the Slovenian NCP underlines that the CRW is mostly standardised with the exception of item 7 of Annex II of Directive 2014/45/EU referred to the result of the roadworthiness test. Given that this item has not a standard wording and that the information is descriptive, this may result in misunderstanding the content as well as language hindrances. In this case, the vehicle owner is required to provide an official translation of the document. Standardising this point would reduce ambiguous statements.

It is important to underline that sometimes the data flow does not work properly, as national tools are not always interoperable and some obstacles emerge while MSs attempt to verify the validity of a CRW issued by another MS (the causes are illustrated in the following figure).

Figure 4: Hindrances to verification of CRW validity (8 answers)



Source: Compilation by the authors based on the findings of the consultation

The difficulty in contacting NCPs is the main experienced hindrance, followed by the time to obtain the document and the actual provision of the document to the requesting national authority. In addition to the options included in the questionnaire and represented in the graph above, some other comments were gathered to better understand the mentioned difficulties. According to the Netherlands, when the other MS is not connected to EUCARIS, it is harder to verify the CRW. The Romanian national authority, in addition, points out that the main issue is related to the time needed to get the information, which often is not agreed to by the customer. For this reason, the exchange of information through IT tools at EU level would improve the verification procedure and resolve time constraints and contact point related hindrances.

When another MS requires the national authority to check the CRW of a vehicle registered in a foreign country (recognition of a foreign CRW), 75 % of the countries provide the requested certificate while Denmark, Lithuania, Luxembourg, Slovakia and Spain do not. The reasons vary by the country:

- the Danish Traffic Authority does not keep copies of the original CRW, while only the inspection-company can provide the certificate;
- Lithuania and Luxembourg only provide with strictly necessary information to ensure that the certificate in question is valid, but not the document itself. In Luxembourg, PTI data is stored in the national database of registered vehicles;
- in Slovakia, only the owner of the vehicle has the CRW document.

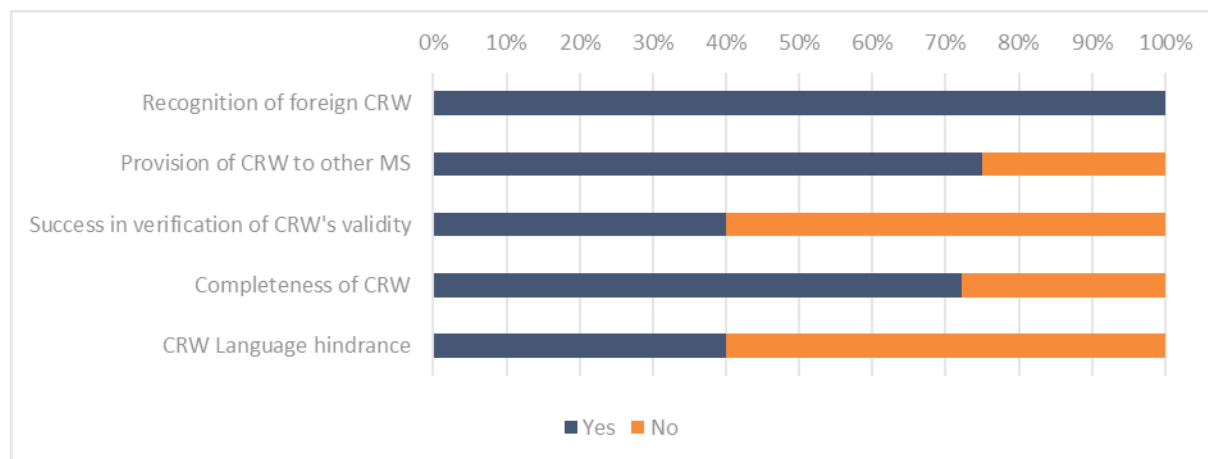
With the exception of these countries, usually a MS share certificates with the partners who request them. The most used procedure is that the document is provided by the national authority or contact point (it is the case of Belgium, Croatia, Greece, Hungary, Latvia, Italy and Poland); in other cases, the process is very fast, since the MS can take the certificate directly from the national electronic platform (Ireland, the Netherlands, Romania, Slovenia, Sweden). In Bulgaria both tools are employed while in Austria is the process is not standardised.

Concerning the contents in the CRW document, the information shared with the other MSs is mostly complete and easy to understand for determining validity, except for Croatia, Denmark, Slovenia and Sweden. According to the Danish national authority, for example, all the CRW's are in different

layouts and make use of different terminology. Often, only the minimum contents required by the Directive are recognised. Sometimes the language of the certificate or the way the information is presented may hinder the ability for recognition. This is the case mentioned by the respondents of Belgium, Croatia, Denmark, Finland, Greece, Latvia, the Netherlands and Slovenia.

Here are summarised the main outcomes on re-registration procedures for those vehicles already registered in another MS.

Figure 5: Main findings on CRW and re-registration process of a foreign vehicle (total 20 answers)



Source: Compilation by the authors based on the findings of the consultation

Box 3 CRW verification in Extra EU countries

In Switzerland a technical inspection is carried out on every vehicle previously registered abroad. This procedure eliminates the need for Swiss inspection bodies to check the validity of the CRW.

In Norway and the United Kingdom, the validity of the CRW is recognised, and the document is provided as well to other authorities, via national contact points. In the UK some hindrances have been detected in the verification of CRW validity, due to the lengthy time period needed to receive the document from the Member State, to language problems or incompleteness and difficulties in understanding the information included. No action is taken unless the vehicle remains in the UK for over 12 months, in which case it would require registration and testing. If the vehicle has had a RSI and was found to be unworthy, the vehicle will be prohibited from circulation until the deficiencies have been rectified.

The general opinion is that the use of electronic platforms to share information contained in the CRW, as well as a full standardisation of the document, would ease re-registration process and solve most of the hindrances in communication. Actually, EUCARIS has great potential since almost all of the countries are part of the program, and a PTI service has been developed⁷⁵. Specifically, it makes it possible to retrieve a roadworthiness certificate (PTI Report) from the MS of registration, either using the VIN of the vehicle or the licence plate number issued by the Member State of registration.

⁷⁵ For more information see <https://www.eucaris.net/services/pti/>. Although, according to the Slovenian national authority, in the year 2019 the PTI service was not fully operational.

4.2.2. Proof of test

Directive contents

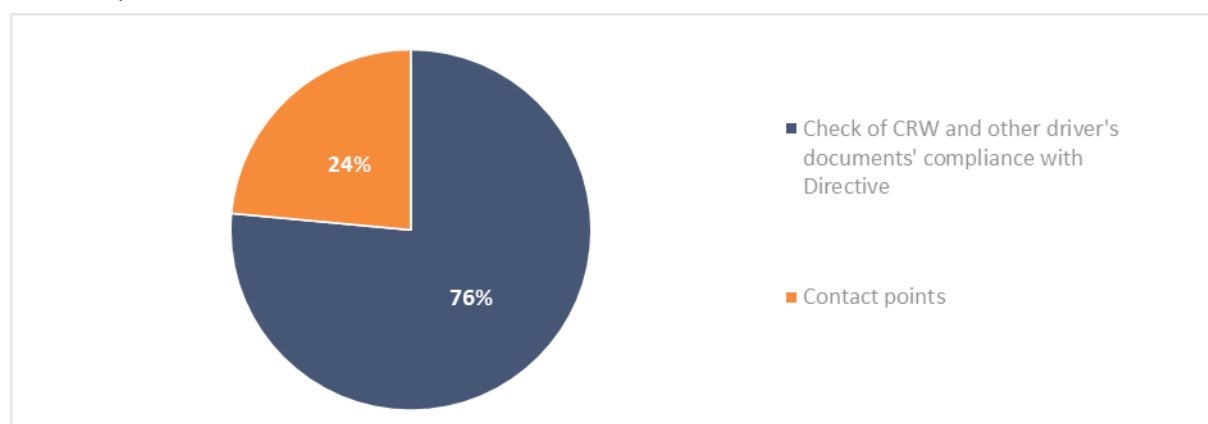
Closely related to the RWC, the proof of test constitutes the evidence that a vehicle has passed the roadworthiness test. Moving from the issues detected in the impact assessment, Art. 10 of the Directive 2014/45/EU, states that the proof of test must be provided by the testing centre or by the competent authority and mutually recognised by the MS. Such proof may be a sticker, a certificate or any other easily accessible information. Moreover, the proof shall contain the date by which the next roadworthiness test must take place. Whenever the ownership of a vehicle changes, the MS is expected to recognise the validity of the CRW if it has a valid proof of its completion.

Actual functioning in Member States

The proof of CRW issued by another MS is currently recognised by all the countries belonging to the analysed sample. Hindrances were only detected by Croatia and Romania: for example, Croatia asserts that translation is needed for those cases in which it is not clear whether the PTI is compliant with 2014/45/EU. With regard to the information included in CRW, almost all the national authorities agree that it is easy to verify, especially concerning the date of validity.

During a roadside inspection carried out in a national territory, the competent authority should be able to check the validity of the proof of test issued by another MS. According to Art. 8 of Directive 2014/45/EU, 'MSs shall ensure that testing centres or, if relevant, the competent authorities make the roadworthiness certificate or, in the case of an electronically produced roadworthiness certificate, a certified printout of such certificate available to the person presenting the vehicle for testing'.

Figure 6: How competent authorities check proof of test validity from other MSs (17 answers)



Source: Compilation by the authors based on the findings of the consultation

Analysing the graph above, MSs usually directly check the CRW and the documents provided by the driver under the competent authority's request, verifying their compliance with the Directive, completeness of the contents, and if necessary referring to further investigations. Digital formats are sometimes preferred; the European Commission also provides national templates of the documents to be issued. In some cases (Ireland, Denmark, Croatia, Slovenia) contact points are engaged.

The Slovenian authority also mentioned the Internal Market Information (IMI) System⁷⁶ as an alternative mean to check the proof of test: in case of doubt in validity of a document, this is scanned or photographed and sent to the competent MS to check the authenticity and validity of the document.

Box 3 The proof of test in Extra EU countries

Only Switzerland does not recognise proof of CRW issued by a Member State, and the validity of the proof of test issued by another Member State is not a mandatory check in roadside inspections. Norway and the UK always recognise the proof of test and find the document easily verifiable.

4.3. Information records and exchange between Member States

Setting-up a European electronic platform with the aim of harmonising and exchanging vehicle data was a central topic while drafting the Roadworthiness Package (e.g. electronic records and sharing between MSs of type-approval, vehicle registration, results of inspections, etc.). Electronic registers are mainly developed with two different purposes:

- National registers to collect and store information on vehicles registered in the territory and some specific information on vehicles registered in other MSs;
- European platforms to exchange data and information among MSs.

The electronic information exchange is one of the basic provision introduced by the Roadworthiness Package, strongly supported by the Impact Assessment preceding the Directive's drafting. The promotion of international communication and data notification, and the implementation of adequate electronic tools are seen as a priority. Furthermore, despite existing agreements between MSs, the lack of EU legislation regulating the exchange of information was seen to have a negative impact on the enforcement of provisions on data exchange for roadworthiness testing, according to the performed stakeholder consultation.

4.3.1. Electronic record of information

Among other topics, the stakeholder consultation focused on the procedures followed and the issues faced on the collection of information recorded electronically and shared among MSs. During PTI and roadside inspections, important vehicle performance data is collected and this data could be very useful to the competent authorities to ensure that dangerous deficiencies are rectified or for organising targeted checks (e.g. for initial roadside inspection).

Vehicle Legal status

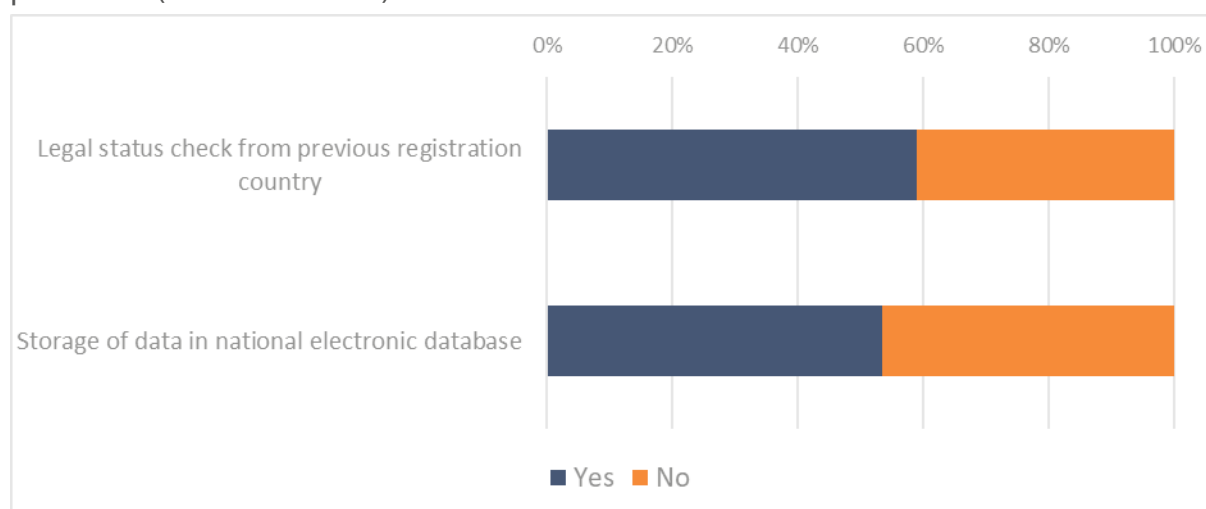
According to Directive 2014/46/EU, 'MSs shall assist one another in the implementation of this Directive. They may exchange information at bilateral or multilateral level in particular so as to check, before any registration of a vehicle, the latter's legal status, where necessary in the MS in which it was previously registered. Such checking may in particular involve the use of an electronic network, comprising data from national electronic databases to facilitate the exchange of information'.

Before any re-registration of a vehicle, MSs shall check its latter legal status in the MS in which the vehicle was previously registered, both at bilateral or multilateral level. In accordance with the

⁷⁶ https://ec.europa.eu/internal_market/imi-net/index_en.htm

findings of the consultation, it is possible to check the latter legal status on the basis of the information available from the MS of previous registration in 59 % of cases.

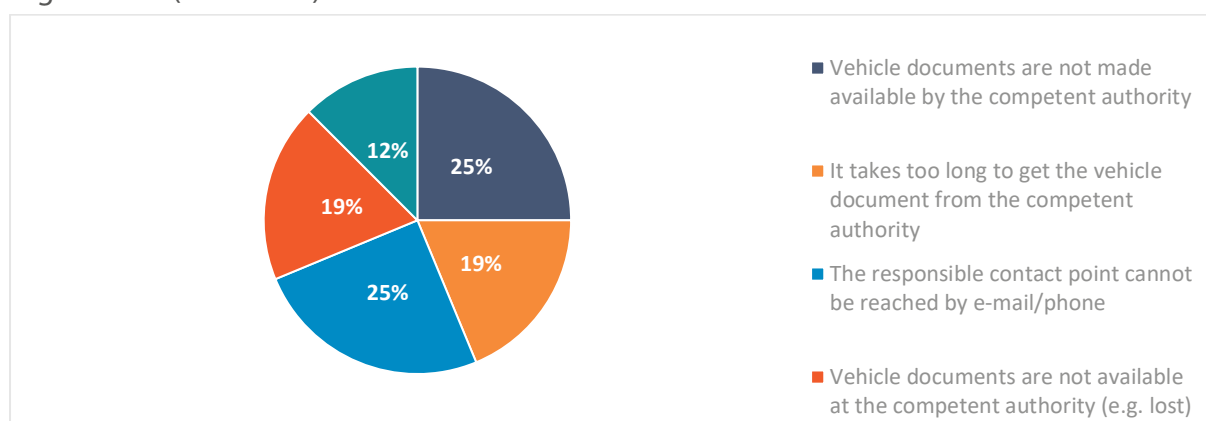
Figure 7 Check of latter legal status of vehicles from other MSs, before re-registration procedure (total 17 answers)



Source: Compilation by the authors based on the findings of the consultation

Specifically, in the following countries there is no evidence of any relevant issue in checking the vehicle's legal status: Denmark, Finland, Greece, Hungary, Italy, Latvia, Lithuania, Romania, Slovakia, and Sweden. The possible reasons that limit the ability to check the legal status from the MS of previous registration are summarised in the following figure according to the replies of the consultation.

Figure 8: Hindrances to check a vehicle's latter legal status from the MS of previous registration (8 answers)



Source: Compilation by the authors based on the findings of the consultation

The share of the responses is quite homogeneous, which means that there are multiple relevant hindrances, and that they have been confirmed by more than one country. Additionally, specific circumstances were highlighted:

- the Netherlands elaborated on a very specific example: if a vehicle only has a registration certificate that is harmonised with the contents of Directive 1999/37/EC but mostly empty (for example no provisions on type-approval), there is no certainty that the vehicle's approval

is compliant with European standards, which may lead to re-registration difficulties, as well as potential risks to road safety, since the vehicle would not have been approved, or was in possession of a special admission for only a (testing) period;

- according to Austria, the main obstacle is due to the fact that Art. 1(7) of Directive 2014/46/EC, amending Art. 9 of Directive 1999/37/EC is an optional provision.

Some of the approaches adopted by the countries in case of obstacles in checking the vehicle's latter legal status reported below:

- Finland has recently started adopting EUCARIS AVI (Actual Vehicle Information) service, in order to check vehicle technical information in real-time from the register of the country of origin. Otherwise, if they are requested to provide information, the national authority Traficom or the registration service are available by e-mail;
- in Poland, the local registration authority decides, during the registration process and after inspecting vehicle's documents, if the legal status of the vehicle from another MS shall be additionally checked via the contact point (on the basis of compliance with the contents of Directive 1999/37/EC). In case of difficulty in contact, the Polish registration authority acts based on the already collected documents and delivers its decision – usually accepting the registration and rarely refusing it;
- in the Netherlands, vehicle information is mostly exchanged via EUCARIS, in agreement with the international treaty (which is undertaken by 16 countries)⁷⁷, included are odometer readings and PTI expiration dates. There are no contact points on the approval of the vehicles, but it is possible to verify such information if the vehicle has only a temporary registration document and lacks the European approval document;
- in Austria, in case of clear doubts in the vehicle's legal status, it is checked again by the competent authority;
- in Latvia, the Road Traffic Safety Directorate makes verifications via e-mail or phone, contacting the vehicle registration authority of the MS, or the embassies, in cases where it is not possible to retrieve the information directly;
- in Lithuania, Luxembourg and Slovakia the check makes use of EUCARIS (if the MS is connected to the system), otherwise the MS is contacted via contact points;
- in Croatia, if the MS does not respond within 30 days, it is assumed that there are no obstructions for the re-registration procedure;
- in Slovenia, the request is simply repeated to the contact point until an answer is gained. However, hardly ever no reply is available at the end.

In the consultation process it was also investigated whether the data collected on the latter legal status are usually stored in a national electronic database. Hence, this was double checked also in comparison to the national legal references explored during the literature review phase.

⁷⁷ Treaty concerning a European Vehicle and Driving Licence Information System (EUCARIS), Luxembourg, 29 June 2000.

Table 14: Storage of latter legal status in national electronic databases

Storage of latter legal status on national electronic database	Member States
Yes	BE**, BG*, EL, FI, HR, IT**, LV, SE**, SK**
No	HU, LT***, LU, NL***, PL***, RO***, SI

*Not confirmed by the national authority

** No legal reference found

*** Legal references include data collection on electronic database, but, according to the performed consultation, no implementation occurred at national level

Source: Compilation by the authors based on the findings of the consultation

As shown in the table above, half of the countries store data on latter legal status in a national electronic database. For the MSs which collect such information:

- Finland, Italy and Latvia keeps data available on EUCARIS AVI, which implies the database is accessible for review by other MSs⁷⁸ ;
- in Belgium, Croatia, Greece and Slovakia the database is not accessible to other MSs.

The exchange of information works differently for MSs that do not store such data:

- in Hungary, if the vehicle has a valid PTI, it is accepted for re-registration and the date in which the following PTI will occur is registered in the national system, but no exchange of data occurs with other MSs;
- in Poland information is optionally exchanged by e-mail, while in Lithuania, Romania and Slovakia this is undertaken via EUCARIS.

It is important to underline that the exchange of information to check the latter legal status is not mandatory by the Directive and this decreases the effectiveness of its provisions and the need for implementing it and developing an adequate international network. Making it more incisive would help in simplifying and speeding up cross-check procedures at re-registration.

Box 4 Electronic records in Extra EU countries

All the extra EU countries interviewed store information on the latter legal status on a national electronic database: in UK the register is an open source, while in Switzerland and Norway it is not accessible for consultation and Member State have to make a request for receiving information. According to the respondents of Switzerland and Norway checking the latter legal status from the Member State of previous registration is not always possible (no explanation to this statement has been further provided).

Major and Dangerous deficiencies

According to the Directive, in the case of major or dangerous deficiencies revealed by a roadside inspection on a vehicle registered in another MS, the competent authority may request that the authority of the MS, via contact points, carries out a new roadworthiness test of the vehicle. This occurs among all MSs, with Bulgaria being the only exception.

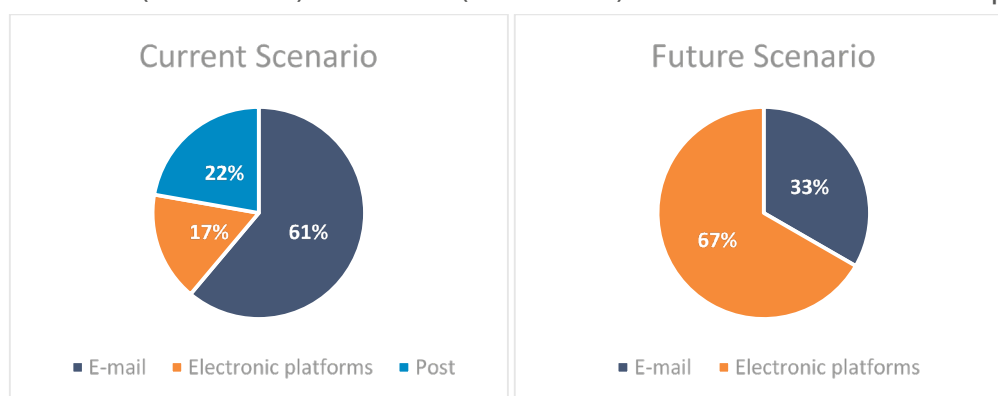
⁷⁸ In particular in Latvia, once the vehicle has been registered in another Member State, the vehicle's status is recorded in the national repository. In case information has been received on a vehicle already de-registered, the storage is only made at local system).

The notification process to the contact points mainly works by e-mail. Some of the interviewed countries (8 out of 19) keep an electronic database of the outcome of the roadside inspections (normally registered by the inspectors or the enforcement officers who carry out the check) and register such information promptly after the inspection date. Hence, the process at national level is mostly electronic, but traditional means as e-mail are still the most frequent mean of notification.

However, some of the consulted authorities wished to specify that they are working on the introduction of electronic notifications, via EUCARIS, ERRU⁷⁹ or other national systems, that are able to interface with one of the European electronic tools (e.g. this is the case of Vektra Lithuania information system, that is capable to interface with ERRU). Such implementation is also expected in the near future in Denmark, Hungary, Luxemburg, Romania and Sweden.

In this regard, Regulation (EU) 2017/2205⁸⁰ on notification procedures of major and dangerous procedures identified during RSI inspections (Art. 18 of Directive 2014/47/EU) entered into force on 30th June 2020. In harmony with this regulation, the messaging system used for deficiencies notification will be built on the general functionalities of ERRU and will have a specific electronic format, as well as minimum contents and reasons for failure. In the light of this new Regulation, some MSs declared they will start to use the ERRU messaging system. Surely, the implementation of electronic exchange of notifications on this topic is expected to facilitate communication between NCPs and avoid unnecessary administrative burdens and costs.

Figure 9: Current (17 answers) and future (11 answers) means used in notification process



Source: Compilation by the authors based on the findings of the consultation

In case the deficiencies revealed during a roadside inspection on a vehicle registered in another MS are rectified in the MS where the check occurred, results of the test are communicated to the MS where the vehicle is registered in only 55 % of cases. On the other hand, Austria and Hungary communicate the inspection result regardless of whether the deficiencies have been rectified.

⁷⁹ ERRU is the European Register of Road Transport Undertakings, which has been operational since 1 January 2013. The European Commission has adopted it to improve the exchange of information between Member State (Commission Regulation (EU) No 1213/2010 of 16 December 2010). For further information, see the box above in Chapter 4.4.1

⁸⁰ Commission [Implementing Regulation \(EU\) 2017/2205](#) of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection.

Box 5 Deficiencies notification in Extra EU countries

In Switzerland it is not possible to notify in a timely manner the Contact Points (CP) of the registered Member State regarding the deficiencies detected at roadside inspection since the country has not yet implemented Directive 2014/47/EU and the deficiencies are expected to be repaired before continuing the trip, without carrying out any communication to the reference country.

In Norway, the process of deficiency notification is operated via e-mail or post, but no information is sent to the Member State in case of rectification. It is expected to autonomously follow-up the process.

In the UK, communication takes place by means of ERRU and rectification is notified only when it is performed in the same day of the RSI and sent together with the notification.

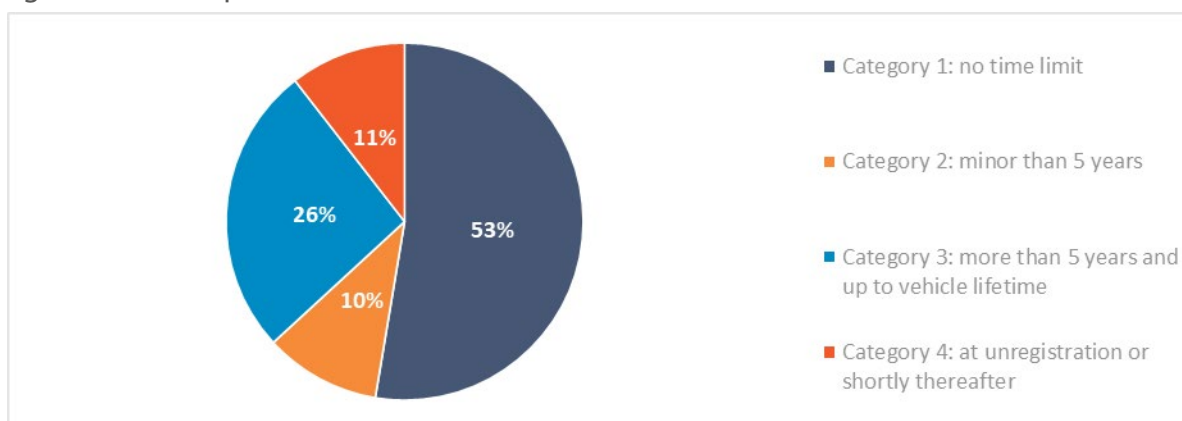
4.3.2. Information exchange

The targeted consultation also focused on how information is exchanged among MSs, the procedures adopted and possible issues. Sharing of data constitutes one of the core objectives of the RW Package in order to improve the international collaboration. In the following sections, the communication of CRW document, the institution of national contact points and the state-of-the-art of administrative cooperation are investigated.

CRW (Electronical) communication

Testing centres are expected to communicate, by electronic means, the information included in the roadworthiness certificate to the competent authority of the MS. The Directive also points out that the competent authority should retain information contained in the CRW for at least 36 months. According to the consultation, all of the MS notify the competent authority of such data collected during vehicle testing. All testing centres are expected to also communicate information on the odometer reading. According to the Directive, this communication has to take place within a reasonable time after CRW issue. As shown in the graph below, the majority of MSs (53 %) have not fixed a time limit in which the information is *de facto* kept within the national database. The remaining countries have some fixed criteria, all compliant with the Directive provisions. Belgium was not able to provide the time limit for information retained within the national database; nevertheless, as they declared, it should at least coincide with the duration of the PTI certificate.

Figure 10 Retain period of CRW information within national database (19 answers)



Source: Compilation by the authors based on the findings of the consultation

Table 15 Detail on CRW limited retain period

Country	Retain period
The Netherlands	3 years
Romania	4 years
Austria	7 years
Bulgaria	At least 5 years
Croatia	At least 10 years
Ireland	At least 5 years
Lithuania	15 years
Spain	Vehicle lifetime
Sweden	3-5 years after un-registration

Source: Compilation by the authors based on the findings of the consultation

Box 6 Information communication in Extra EU countries

All the three countries (Switzerland, Norway and UK) communicate via electronic means the data collected during vehicle testing to the competent authority, including the odometer reading. CH and NO do not delete the stored data, while the UK keeps the data for eight years.

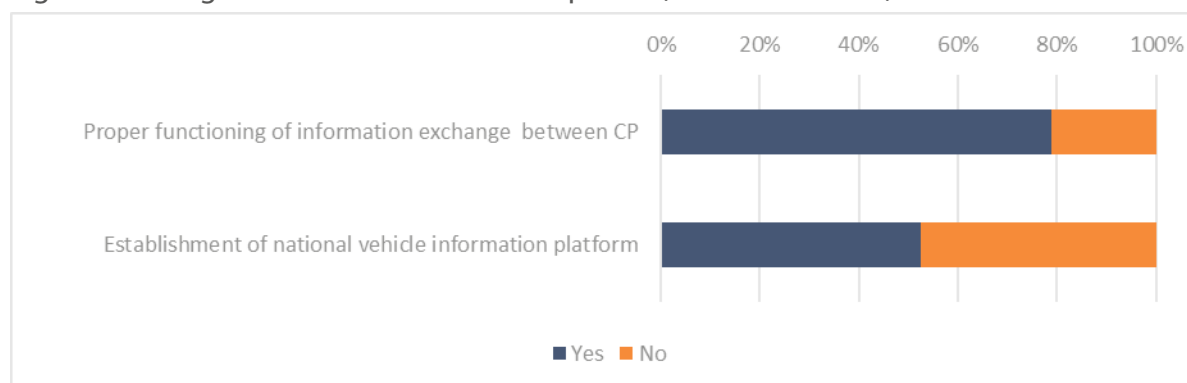
National contact points (NCPs)

In a large number of MSs a significant amount of roadworthiness tests are carried out by private authorised testing centres. To ensure the efficient exchange of information between MSs and the Commission, Directive 2014/45/EU and 2014/47/EU designated the National Contact Points entities that, starting from 2015, should have been appointed and communicated by the MS to the Commission. Specifically, according to Directive 2014/47/EU, contact points are expected to:

- ensure coordination with contact points from other MSs;
- forward, by electronic means, the data relating to the previous two years and concerning the vehicles inspected in their territory to the Commission (referring to those items contained in the Directive);
- ensure any other exchange of information and provide assistance to other MS.

All MSs consulted in the survey have designated their national contact points, except for Belgium, and all are aware of, and have the contacts of (mostly email addresses), the contact points designated by other MS. In Romania and Ireland there are two different national contact points, each appointed for the application of one of the Directives.

Figure 11 Designation of national contact points (total 19 answers)



Source: Compilation by the authors based on the findings of the consultation

Opinions on the proper functioning of exchange of information between national contact points occasionally disagree (Finland, the Netherlands, Croatia, Romania). According to Finland, the main issue is that only a few countries have really joined the data exchange via electronic platforms, such as EUCARIS, and some of them only share partial information. However, many of the remaining MSs should shortly join the sharing electronic platforms. Only the Romanian authority reported no knowledge of any exchange of information between the CP on PTI contents. Providing a regularly updated list of NCPs on the internet would reduce hindrances in contacting the competent authority and promote information exchange amongst MSs. The following tables list those countries who have established a national vehicle information platform and their effective sharing of data with the other contact points.

Table 16 National data availability to other MSs NCPs

Country	Availability to other NCPs
Austria	Not provided
Belgium	Not provided
Bulgaria	Not provided
Finland	✓
Latvia	✓ *
Luxemburg	✓
The Netherlands	✓
Romania	Not provided
Slovakia	Not provided
Sweden	✓ **

* yes, but via e-mail

** yes, but it depends on the contents of the agreement with the MS

Source: Compilation by the authors based on the findings of the consultation

Table 17 Coordination between NCPs from different MSs ensured

Country	Coordination between NCPs
Austria	By e-mail and phone
Bulgaria	By e-mail
Croatia	By e-mail
Denmark	By e-mail
Finland	EUCARIS/MoveHub
Greece	By e-mail
Hungary	By e-mail
Ireland	RWC and associated Working Groups (including CITA and Corte meetings)
Italy	By e-mail
Lithuania	By e-mail and phone
Luxemburg	By e-mail
Netherlands	By e-mail *
Poland	Assurance of the data exchange system compliance, of the systematic flow of data, customisation of protocols/operating rules.
Romania	Not aware about coordination
Slovakia	By e-mail
Slovenia	By e-mail
Sweden	By e-mail

* The Netherlands have the intention to do this via structured real time online data exchange soon.

Source: Compilation by the authors based on the findings of the consultation

Box 7 NCPs in Extra EU countries

In Switzerland NCPs have not been designated (they still coincide with testing centres), pending the Directive 2014/47/EU implementation which should occur shortly. Presently, only contacts with the neighbouring countries are known and, in practice, testing centres are currently assuming the tasks and liabilities expected to be carried out by the NCPs (e.g. provision of a vehicle's information to other countries).

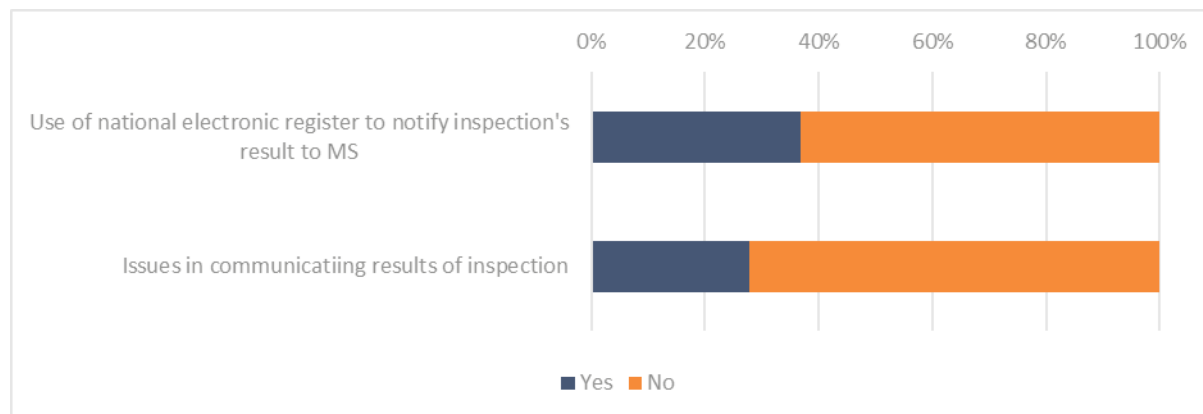
According to Norway, the exchange of information between NCPs is still weak, because some countries do not exchange information and responses are sporadic. In the UK the NCP has been designated and there is awareness of the NCPs of other MSs as well as their contacts. No issues have been detected on the exchange of information between NCPs. The three countries make information available to the other Member States.

Administrative cooperation between Member States

The Directive states that where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use of the vehicle, are found in a vehicle not registered in the MS of inspection, the contact point *may* be requested to notify the results of the inspection to the contact point of the MS of registration of the vehicle.

Only 7 of the interviewed MSs exploit the national electronic register for this purpose: Austria, Finland, Lithuania, Poland, Slovakia, Slovenia and Sweden. Other countries are working on implementing such use of the national register (if present): Ireland, the Netherlands, Denmark. 5 countries (Hungary, Italy, the Netherlands, Slovakia, Slovenia) found that communication of such information presents some issues, but without adding details on the kind of problems encountered.

Figure 12 Notification of inspection's results (total 19 answers)



Source: Compilation by the authors based on the findings of the consultation

Box 8 Administrative cooperation in Extra EU countries

Only the UK stores in the national electronic register information on deficiencies identified on a vehicle not registered in its territory, while Norway is planning to have this process operational by the end of 2020. With respect to the issues related to the communication of such information, the process is deemed to be too slow and inconsistent.

5. Coherence of the Package

Key findings

In terms of internal coherence, the measures envisaged by the roadworthiness package were found to be consistent with its general objective to contribute to the achievement of the EU road safety objectives. The desk-based mapping exercise of the three Directives showed that the Directives generally complement or reinforce each other for most of the examined criteria. Although stakeholders have not raised any internal coherence issues during the consultation, a potential coherence issue was found between Directive 2014/45 and Directive 2014/46. In specific, whereas the former requires the competent authority to notify the content of the roadworthiness certificate, the latter only prescribes the registration of the outcome of the test, alongside the validity of the Roadworthiness certificate.

In terms of external coherence, the analysis focused on analysing and comparing the measures envisaged by the Directives with those of other EU road safety policies and legislation that were adopted after the roadworthiness package (namely the 2017 Valletta Declaration on road safety, the EU Road Safety Policy Framework 2021 – 2030 and Regulation (EU) 2019/2144). The desk-based mapping exercise showed that these documents present synergies with the roadworthiness package, as it was also confirmed by the stakeholder consultation.

5.1. Introduction

This section provides an assessment of the Roadworthiness Package coherence and aims at responding to the following questions:

- are there any coherence problems between the various components of the Package?
- are there overlaps or complementarities between the Roadworthiness Package and any other EU actions which have similar objectives?

For the analysis of the Roadworthiness Package internal coherence, a high level desk-based mapping exercise has been carried out. In order to check whether there are elements that complement or contradict each other, the sections of the three Directives have been compared according to:

- specific objective and scope,
- main responsibilities of Member States,
- characteristics of testing centres / other testing and inspecting facilities,
- characteristics of the inspectors,
- provisions related to the roadworthiness certificate,
- notification dues after testing or inspecting a vehicle,
- processes of follow-up of deficiencies,
- cooperation and information exchange between Member States.

The success criteria considered for the analysis is if the measures provide a coherent and synergistic framework, with no significant areas of overlap or inconsistency.

The analysis of the external coherence of the Package took into consideration other EU policy and legislative documents in the road safety area that were adopted after the Roadworthiness Package. Three documents were chosen for such high-level analysis:

- the Valletta Declaration of the EU transport ministers on road safety (2017);
- the EU Road Safety Policy Framework 2021 – 2030, Next Steps Towards 'Vision Zero' (2020)
- Regulation (EU) 2019/2144 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units: general safety and the protection of vehicle occupants and vulnerable road users.

The synergies or inconsistencies between the Roadworthiness Package and each EU legislative document were analysed in terms of scope, objective and measures regarding road safety and roadworthiness.

5.2. Internal coherence of the Package

Overall, the combination of measures envisaged by the Directives seems to be coherent with the general objective of the Package, namely to contribute to the achievement of the EU road safety objectives as provided by the 2011 White Paper on Transport. A number of provisions potentially contribute to this aim, such as the introduction of periodic testing of vehicles complemented by the record of their data and technical roadside inspections under the responsibility of Member States. The mapping of the Roadworthiness Package presented in Table 21 shows that the three Directives generally complement or reinforce each other for most of the examined criteria. It's important to underline that stakeholders have not raised any internal coherence issues during the consultation process.

In relation to the roadworthiness certificate, the Directives not only state that competent authorities need to release the certificate to the person that presented the vehicle, but also clarify that the certificate needs to be kept on board the vehicle, alongside the report of the most recent technical roadside inspection. In addition, the Directives specify the competence and requirements of both roadworthiness inspectors and roadside inspections professionals. Also, they stress the concept that testing and inspecting vehicles must be performed by impartial, non-discriminatory, certified personnel who is free from any conflicts of interests. The three Directives complement each other also in terms of follow-up on vehicles' deficiencies and information exchange between Member States. Specifically, the Directives provisions work together to ensure that vehicles which are found affected by major or dangerous deficiencies are reported and not allowed on public roads until roadworthiness is achieved. In terms of cooperation between Member States, the institution of a national contact point is supported by the provisions of the three Directives.

The only potential coherence issue spotted in the mapping exercise is between Directive 2014/45 and Directive 2014/46 that refer the notification and registration of the Roadworthiness certificate. In one case, the competent authority is requested to notify the content of the latter, whereas in the second case only the registration of the outcome of the test is requested, alongside this the validity of the Roadworthiness certificate.

Table 18: Mapping of the Roadworthiness Package by Directive and specific criteria – internal coherence check

Criteria	Directive 2014/45	Directive 2014/46	Directive 2014/47
Objective	Establishing minimum requirements for a regiment of periodic roadworthiness testing of vehicles.	Establishing a framework governing vehicle registration documents issued by MS.	Establishing minimum requirements for a regiment of technical roadside inspections of the roadworthiness of commercial vehicles.

Criteria	Directive 2014/45	Directive 2014/46	Directive 2014/47
Scope	Vehicles with a design speed exceeding 25km/h (Directives 2002/24/EC; 2003/47/EC; 2007/46/EC). MSs can include or exclude other categories of vehicles.	Vehicle registration documents issued by MSs.	Commercial vehicles with a design speed exceeding 25km/h of the following categories (Directive 2003/37/EC; 2007/46/EC). MSs can include or exclude other categories of vehicles.
Main responsibilities of MSs	MSs shall ensure that registered vehicles in their territory are periodically tested. Intervals for testing are set, however MSs can apply flexibility to them. The Directive lists the areas and items that need to be tested.	MSs shall record data on all vehicles registered in the territory electronically.	MSs shall carry out an appropriate number of initial technical roadside inspections.
Testing centers / other facilities	Testing centers may be public bodies, authorities or supervised private bodies. They shall comply with the requirements of the MS and ensure objectivity and high quality of the test.	n.a.	A testing center, a mobile inspection unit or a designated facility can be used to perform a more detailed technical roadside inspections.
Inspectors	Inspectors performing roadworthiness tests must be certified, fulfilling the minimum competence and training requirements. MSs can set additional requirements. When carrying out a test, the inspector shall be free from conflict of interest, ensure impartiality, non-discrimination and objectivity.	n.a.	For detailed technical inspections, inspectors have to be certified and fulfill minimum training and competence requirements. When carrying out a roadside inspection, inspectors shall be free from conflict of interest and ensure impartiality, objectivity and non-discrimination.
Roadworthiness certificate	Testing centers, or other competent authorities, shall provide a roadworthiness certificate (also in electronic format and certified printout) to the person presenting the vehicle. Each MS shall recognise the roadworthiness certificate released in another MS.	n.a.	The roadworthiness certificate of the most recent test (or a copy thereof, or a certified original printout) and the report of the most recent technical roadside inspection shall be kept on board the vehicle for being checked during inspections.

Criteria	Directive 2014/45	Directive 2014/46	Directive 2014/47
Notifications after a test or inspection	Testing centers shall communicate (electronically) to the competent authority the information mentioned in the roadworthiness certificates that they have issued. This information shall be made available or notified (electronically) to the authority responsible for the registration of the vehicle.	MSs electronically register all mandatory and non-mandatory data of the vehicle, alongside the outcome of the mandatory periodic roadworthiness test and the period of validity of the roadworthiness certificate.	After the initial roadside inspection, the competent authority shall be informed about the country of registration of the vehicle, the category of and the outcome of the inspection. After a more detailed inspection, the inspector provides a report thereof and communicates the results to the competent authority.
Follow-up on deficiencies	The test is failed if there are major or dangerous deficiencies. With major deficiencies, the vehicle needs to be retested within two months. If dangerous deficiencies are found, the vehicle is suspended from road traffic. If deficiencies are rectified, the vehicle becomes roadworthy.	Upon notification of the results of a roadworthiness test showing the suspension of the authorisation of the use of a particular vehicle, the suspension is recorded electronically. The latter remains effective until the vehicle has passed a new roadworthiness test.	Any major or dangerous deficiency revealed by an inspection is to be rectified before the vehicle can be used on public roads. Upon inspection, the inspector may decide for a full roadworthiness test or, in case of deficiencies that require prompt rectification due to an immediate risk to road safety, the use of the vehicle may be restricted or prohibited by the competent authority.
Cooperation and information exchange between MSs	A national contact point is designated responsible for exchanging information with other Member States and the Commission.	MSs may exchange information so as to check, before any registration of a vehicle, its legal status in the MS in which it was previously registered.	A national contact point is designated to ensure coordination and exchange of information across MSs and the Commission.

Source: Compilation by the authors based on the Directive

5.3. Coherence with EU policies and actions

The EU policy and legislative documents examined are mapped in Table 22. The analysis focused on comparing the measures of the Roadworthiness Package with those of other three strategies at the EU level that were adopted after the Directives.

The first two documents analysed, the Valletta Declaration on road safety and the EU Road Safety Policy Framework 2021–2030, were approved three and six years after the Roadworthiness Directives respectively. The former document includes a call to action of EU transport ministers to speed up the process of making European roads safer. Its main success is the setting of a 50 % target for the reduction of serious injuries as a consequence of road accidents by 2030. The latter sets out the EU strategy and actions to reach the objective of zero road fatalities by 2050. Its main achievement is the setting of KPIs to measure the road safety target outcomes.

The analysis confirmed that the Valletta Declaration and the EU Road Safety Policy Framework are as well coherent with the general EU road safety objectives stated in the 2011 White Paper on Transport and consequently with the Roadworthiness Package itself. The analysis showed as well that both the Valletta Declaration and the EU Road Safety Policy Framework do not present any coherence issue with the Roadworthiness Package. On the contrary, synergies were found as the three documents work together to ensure the enforcement of legislation on road safety and call upon the Commission to pave the way for a strategy on automated and connected vehicles. The Valletta Declaration complements the Roadworthiness Package to the extent that it pushes MSs to apply the legislation on roadworthiness and prepares the ground for the deployment of new vehicles' safety features. Similarly, the EU Road Safety Policy Framework underlines the importance of roadworthiness checks as a way to protect consumers and calls upon the Commission to evaluate the need for updating the legal framework of roadworthiness testing.

The third document was the recently adopted Regulation (EU) 2019/2144 that establishes requirements for type-approval of vehicles, systems, components and separate technical units, alongside approval of new tyres and tyre-pressure monitoring. The scope of the Regulation is similar to that of the Roadworthiness Package; in particular the categories of vehicles governed by the Regulation include those regulated by the Directives. Importantly, the analysis does not show any coherence issue between the Regulation and the Package. The former further contributes to the objectives of the Package and thus complements the latter, prescribing vehicle manufacturers the equipment standards for the approval of the vehicles and passing test procedures, ultimately ensuring vehicles' safety.

The stakeholder consultation confirmed the absence non-presence of coherence issues, in particular none of the national authorities that were involved during the stakeholder consultation raised any external coherence issue with other EU policies and actions.

Table 19: Mapping of other EU policy and legislative documents in the road safety areas – external coherence check

Criteria	Valletta Declaration on Road Safety (2017)	EU Road Safety Policy Framework 2021 – 2030 Next Steps Towards 'Vision Zero' (2020)	Regulation 2019/2144 on type approval requirements
Objective	Agreeing on actions to be undertaken by MSs to increase road safety in Europe and reach the objective of halving road deaths by 2020.	Translating the new road safety policy set by 'Europe of the Move' into actions. Establishing measures to contribute to 'Vision Zero' (zero road fatalities by 2050).	Establishing requirements for the type-approval of vehicles, systems, components and separate technical units, tyre pressure monitoring system and the approval of newly-manufactured tyres. The overall objective is to contribute to the safety of vehicles.
Scope	Road transport; infrastructure development; planning; traffic accidents; funding; governance bodies; information technology.	Road safety targets and indicators; funding; infrastructure; vehicles; speed; accident prevention; monitoring	Vehicles of categories M, N and O, as defined in Article 4 of Regulation (EU) 2018/858, and systems, components and separate technical units designed and constructed for such vehicles.
Overview of measures -road safety	Transport ministers recommended the setting of a 50 % reduction on road injuries by 2030. They committed to develop safer road infrastructure, enforce existing road safety legislation, ensure funding for road safety. The Commission was called upon to explore the potential of connected, automated vehicles and the use of data.	The Commission established a list of KPIs connected to road safety target outcomes; encourages road safety through funding; assesses the safety of the infrastructure and elaborates a framework for road classification; incentivises technologies to make vehicles safer; implements an EU strategy on automated/connected mobility; contributes to spread road safety concepts worldwide.	Vehicles are prescribed to be equipped with specific systems and technological tools that can increase their safety. Technical specification to install hydrogen systems are set out. The Regulation established a framework of requirements for ensuring the safety of automated vehicles.

Overview of measures - roadworthiness	Ministers called upon Member States to apply the already existing legislation on infrastructure and vehicle safety, taking into account roadworthiness. They invited the Commission to deploy new safety features for vehicles.	The Commission underlines the importance of the roadworthiness checks to ensure that consumers are protected through the lifetime of the vehicles. In terms of vehicle safety, the Commission commits to evaluate the need for further action as regards the legal framework for vehicle roadworthiness testing.	The Regulation mandates manufacturers to demonstrate that all new vehicles, systems, components and separate technical units that are placed on the market, registered and enter into service are type-approved. They also have to comply with requirements and test procedures. Vehicles must be designed, constructed and assembled so as to minimise any risk for the road user.
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Source: Compilation by the authors based on the EU policies and legislation documents

6. Conclusions and recommendations

This research paper was commissioned with the intent to assess the legal transposition and the concrete functioning of the Roadworthiness Package in the EU-27 MSs. In particular the research was concentrated to check how the Package has been transposed by MSs into national legislation and whether and to what extent the transposition has led to common standards. This holds true in particular for the functioning of information exchange between MSs across designated authorities (NCP).

To address the objectives of the study, and given the relatively recent entry into force of the Package, the research focused on identifying the main differences in the transposition of the three Directives among MSs, based on national legal acts as they have been notified to the EC.

In addition to the analysis of legal measures introduced at national level and in order to gather field information on the actual data exchange between national authorities and the mutual recognition of respective technical controls, a direct survey among responsible authorities at national level was carried out.

6.1. Conclusions

The transposition of the Road Worthiness Package at national level, as well as the practical functioning of some of its provisions have shown an improved harmonisation of national procedures (periodicity of tests, content and methods of testing). By analysing the available legal dispositions and the national authorities consultation outcomes, the study revealed that the transposition of the provisions of the three Directives (2014/45/EU on periodic roadworthiness tests, 2014/46/EU on vehicle registration documents and 2014/47/EU on technical roadside inspections for commercial vehicles) has helped in increasing the quality of PTI and countries' coordination in RSI, as well as road safety standards.

Overall, the combination of measures envisaged by the Directives are deemed to be coherent with the Package general objective to contribute to the achievement of the 2011 White Paper on Transport road safety target. A number of provisions potentially contribute to this aim. In particular, the improvement of the PTI system that has been addressed through the introduction of common standards for testing centres and personnel training, as well as with the adoption of same rules for frequency, scope and method for vehicle testing. Indeed technical checks are fundamental to ensure that vehicles circulating on the roads are safe and without any defects that may cause accidents. According to multiple researches on the topic, technical vehicle defects are deemed responsible for around 5 % of accidents involving goods transport vehicles while poor maintenance causes about 4 % of accidents for road users⁸¹. The age of a vehicle is a significant factor since the rate of defects increases as the vehicles age; and the same applies for mileage covered.

Frequency and content of tests

According to the above, the frequency of testing for PTI is essential for ensuring that operating vehicles are properly maintained, and that their performance remains aligned with the type-approval throughout their lifetime. In this respect, over 90 % of vehicle tests occur according to the

⁸¹ See, inter alia: European Commission, roadworthiness package Commission staff working paper. Impact Assessment, 2012; International Road Transport Union (IRU), A Scientific [Study](#) "ETAC" European Truck Accident Causation, 2007.

same or even more stringent intervals than those set by the Package, and this would to a large extent contribute to reduce the amount of vehicles operating in unsafe condition. This is particularly relevant for category of commercial vehicles, due to the higher number of kilometres covered and the longer amount of time spent on the road. As contents and methods of testing are concerned, MSs have followed exactly the same categories and method as set by the Directive 2014/45/EU and in some cases scope of testing was further detailed than provided in Annex I of Directive.

Nevertheless, few countries still require longer interval than those set by the Directive and this may somehow reduce safety on running conditions for these particular categories of vehicles. In particular, this concerns trailers of category O3 and O4 (Belgium, Germany and Hungary), but much more significantly category N2, N3 and M2 and M3, respectively in Hungary and Sweden, where intervals for PTI currently occur with halved frequency than those set in the Directive.

Improvement of safety for all road users and more particularly to reduce the proportion of vehicles which are not compliant, and therefore present a threat to the environment as well, could likewise be achieved by introducing more stringent limitations and requirements for vehicles found with major deficiencies during RW tests. MSs introduced, in most cases, more stringent thresholds and requirements.

In this respect, when major or dangerous deficiencies are detected at Roadside inspection, vehicle use is generally limited to the trip to reach one of the closest workshops. Prohibition to vehicle use may be also applied for extreme safety reasons.

However, as revealed by the stakeholder consultation, only few MSs keep a national electronic database of the major and dangerous deficiencies detected at RSI, and only occasionally MSs notify the results of the inspection to the NCP of the MS where the vehicle is registered (if different from the inspecting country). This may somehow hinder the creation of a single European framework for keeping track of vehicle defects.

Equipment used and training of inspectors

The equipment used for testing fulfils certain minimum requirements to ensure high and efficient performance of the RW checks. The list of the minimum features required for PTI and technical specification included in the directive allows for a transitional period to ensure a smooth replacement of existing testing equipment that does not meet the required standards. In this regard, contents and methods of testing are aligned for all MSs and compliant with the minimum list of items, contributing to a common arena for technical roadworthiness control based on harmonised standards for aspects of control and equipment. Differences among MSs concern only the inspection of motor vehicles with less than four wheels (L category), for which minimum requirements are not fixed by the Directive.

Improving the quality of vehicle tests by setting common minimum standards for testing centre requirements and equipment, as well as for training of inspectors is among the main novelties of the Package. If the view is narrowed to the minimum requirements for infrastructures and equipment used, or the KPI for measuring the quality of services, these have been established by 24 MSs, while for the remaining 3 MSs information on minimum requirements is missing. Periodic controls on equipment used for vehicle testing are always considered at national level, although not specifically included in the Directive. Minimum qualifications for inspectors carrying out PTI have been introduced in every case, but for some MSs such requirements are not comparable with those listed in Annex IV of the Directive. Inspectors' refresher training is usually performed annually, or every two years, and in some cases qualifying examinations are repeated every 2 or 3 years.

Cargo securing

With regard to the methods for checking cargo securing, these have only been established in 20 MSs and minimum knowledge for inspectors involved is only required by 16 MSs. Provisions on cargo securing and inspection fall within these indicative procedures, therefore only a few countries have transposed this and no details on the training of inspectors are specified by national legislation. This may, to some extent, contribute to the harmonisation of standards for the assessment of deficiencies, the knowledge and skills of inspectors performing RSI based on the requirements for periodic roadworthiness tests and regularly concerted inspection activities contributing to the avoidance of unfair treatment depending on the country of registration.

Nevertheless, it must be noted that cargo securing inspection has not been considered by MSs with same relevance as for other measures and in general terms few and not so detailed acts were deployed to indicate methods and competence of personnel responsible to carry out such inspection. Harmonisation in this respect is, therefore far to be considered accomplished at EU level. Furthermore, according with national authorities consulted, there is no evidence that further measures will be put into practice to reinforce such disposition.

Risk assessment and penalties

Rules on the penalties applicable to infringements of the provisions of Directive 2014/45/EU and Directive 2014/47/EU are left to the MSs and almost all of them set dispositions on financial penalties variable with the severity of infringement and some MSs also consider imprisonment and custody in exceptional cases. Suspension of the vehicle after RSI usually occurs in cases where the negligence causes severe consequences to road users. In general terms, in spite some differences on penalties applied and amount of fines in the MSs, the criteria to determine their application are comparable to a large extent.

Criteria for the selection of vehicles for initial technical RSI mostly refer to the risk profile of a vehicle. The risk profile of the operators, and high-risk undertakings, take into account the results of previous roadworthiness tests and roadside inspections, the number and severity of defects detected as well as how recently the checks have been performed.

Number of checks and recognition of road worthiness certificates

Random selection is also applied, while items to be inspected are those required as a minimum by the Directive. The minimum number of annual roadside inspections to be carried out on commercial vehicles is set at 5 % of registered in the EU and this is adopted by 17 MSs while 5 MSs have made specific reference to the Directive's target but without any specific target for initial roadside inspection. In some other countries the annual inspections shall involves a representative proportion of registered vehicles, but without specify a minimum amount of inspections.

According to this, the targeted percentage of vehicles to be inspected every year could be potentially reached only if all countries made at least the percentage of inspection as provided by the Directive, however for a number of countries this is not fixed by laws.

The mutual recognition of inspection certificates for second-hand used vehicles previously registered in another MS and for which re-registration is required mainly includes the recognition of validity of the CRW and the Proof of Test. The legal validity of documents is ascertained as a consequence of a minimum set of testing requirements that guarantee the reliability of the vehicle's documentation (e.g. the registration of mileage reading during the roadworthiness inspections to

prevent fraud and provide official evidence of actual kilometres covered). This requirement strongly supports the principle of free movement within the European Union. The information collected demonstrates that the competent authorities recognise the validity of the CRW and the Proof of test through their own national testing system by checking the driver's documents, without carrying out further tests, except in cases of clear doubt. In all case, PTI intervals in force in the country of future registration have to be observed by the vehicle's CRW document, otherwise another test will be carried out in the re-registration country. In case the documents need to be checked, the main issues that arise are related to the difficulties in contacting NCPs, the time required to obtain the requested document and the actual provision of the document to the requesting national authority.

Exchange of data

To support protection and transparency in the second-hand vehicle market taking into account the vehicle history, all the MSs actually notify the competent authority of the data collected during vehicle testing, included the odometer reading, preventing manipulation and fraud. However, the check of a vehicle's latter legal status is usually performed before any registration only in 10 out of the 17 interviewed countries due to the non-mandatory nature of this provision. This could, somehow, decreases the effectiveness of the policy and calls for the need to implement an adequate international network. A clear application would simplify and speed up cross-check procedures at re-registration.

Electronic records of data on all vehicles registered on a MS's territory including the outcome of periodic roadworthiness tests and its period of validity is required by the MS's legislations in 22 cases, while only 3 MSs do not keep any electronic record of suspended vehicles. However, given the short time period that has passed since the transposition of the Directive, possible obstacles at the administrative level and related procedures may have slowed down the implementation process. The reauthorisation procedure of a vehicle after being suspended has been clearly established only by 14 MSs within national regulations. In all cases a vehicle's suspension is automatically cancelled once the deficiencies are remediated and the vehicle has successfully passed a new test; no new registration is required for vehicles passing a new test after being suspended.

Concerning the designation of NCPs, according to the targeted consultation, 20 out of 21 respondents have designated their national contact points and are aware of the contact points designated by other MSs including the manner in which to contact them, while half of the MSs have developed an information platform for data exchange between NCPs. Occasionally, more than one NCP has been designed in the same country, depending on the Directive.

6.2. Recommendations

As highlighted above, the analysis has revealed a tendency to converge towards harmonised and standardised procedures between MSs, increasing the quality of PTI and RSI as well as countries' coordination in the information exchange and vehicle data collection.

Nevertheless, the in-depth research, supported by national authorities consulted in the context of this study, highlighted a different transposition approach by MSs, based on the nature of Directive's disposition. In particular, whenever minimum requirements or specific procedures were clearly outlined by Directives, the transposition by MSs was, in almost all cases, fully compliant or definitely aligned with the Directive's requirements. This is, for instance, the case of frequency of PTI (Art. 5 Directive 45) as well as the content, method and background knowledge of inspectors involved in both PTI (Art. 6, 13 Directive 45) and RSI (Art. 10 Directive 47).

On the other hand, whenever MSs had more discretion on the transposition and implementation, this resulted in a wider range of dispositions introduced and applied at national level and sometimes nothing was implemented yet. This is, for instance, the case of penalties for infringements, where MSs were demanded to lay down rules according to their national provisions with the only foresight that these shall be effective, proportionate, dissuasive and non-discriminatory. The Directives do not provide details also concerning the training of personnel involved in cargo securing inspection, they only specify that personnel shall be appropriately trained for that purpose. In particular, the provision on cargo securing is not deemed mandatory (the Directive states that a vehicle *may be subject to an inspection of its cargo securing*) and many MSs did not include such a measure within their national legislation.

In this respect, the number and the selection criteria of vehicles to be inspected at roadside are only recommended provisions and this has clearly resulted in different applications at MS level. Some countries use criteria based on the high-risk profile as referred to in Directive 2006/22/EC, while others use own national risk system (also based on deficiencies revealed during past inspections) or do random inspection.

According to this, the indicative nature of some dispositions compared to the detailed requirements set by others, have somehow limited the approximation of standards and harmonisations of rules as aimed by the Package.

As a recommendation, it should, therefore, be considered that the enforcement of some of the measures may start, at first, by looking at such dispositions which, so far, have been only partially implemented, and push for a more harmonised approach.

The stakeholder consultation has revealed that only few MSs keep electronic record of vehicles found with major or dangerous deficiencies detected during RSI and notification of these to NCP is almost missing in all MSs. In respect to this, the enhancement of co-operation between MSs should continue to be promoted in favour of information exchange, international availability of mutual support and transparency, as well as the implementation and development of European wide electronic tools for easing such actions of collaboration.

The review carried out within this study is intended to contribute to better understand the roadworthiness framework at MS level and should therefore be used to review the common ground set by the Package to make it stronger to provide a coherent safety framework at European level.

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- Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, 1999
- Directive 2002/24/EC of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles, 2002
- Directive 2003/37/EC of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units, 2003

Directive 2006/22/EC of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities, 2006

Directive 2007/46/EC of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, 2007

Directive 2014/45/EU of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers, 2014

Directive 2014/46/EU of 3 April 2014 on the registration documents for vehicles, 2014

Directive 2014/47/EU of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union, 2014

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Annex I: Country fiches

The fourth column (General comment) include one of the following:

- **Problematic issue:** whenever the analysis pointed out some inconsistency between national measures transposing the Directive, as provided by national authorities to the European Commission and Directive's articles. This include also cases where no reference were found within national legislations to some specific issues.
- **Compliant:** whenever the analysis demonstrate the compliance between national measures transposing the Directive and the Directive itself. This include also cases where additional requirements were set at national level in addition to the minimum set by the Directive.

Austria

AUSTRIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	<p>Gesamte Rechtsvorschrift für Kraftfahrgesetz 1967 (Law on motor vehicles) , Fassung vom 27.08.2018 in the Federal Law Gazette</p> <p>StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.) §57</p> <p>and</p> <p>Rechtsvorschrift für Prüf- und Begutachtungsstellenverordnung (legal guidelines for inspection and testing facilities) in the Federal Law Gazette</p> <p>StF: BGBl. II Nr. 78/1998</p>	<p>Frequency of test:</p> <ul style="list-style-type: none"> · The testing intervals largely conform/exceed minimum requirements. However, there are tolerance timeframes which allow for earlier/later testing of the vehicle · For vehicles of classes M1-3 (if used as taxis, ambulances), N1-3, O3, O4, T5, C5 : 1-1-1 · M1, O1, O2, T1-4, C1-C4, R1b -R4b, S1b and S2b, L1e-L7e: 3-2-1 · R1a-R4a, S1a and S2a: 3-2-2 · Historical vehicles: 2-2-2 	<p>Problematic issue</p> <p><i>Several months of tolerance when missing a deadline</i></p>
Contents and methods of testing (Art. 6)	<p>StF: BGBl. II Nr. 78/1998 §10, Annex 6</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> · The scope of testing goes deeper and is more detailed than in annex 1 of 2014/45/EU. The Austrian regulation defines clear thresholds and deficiency criteria · For example under point 1.1.5 in annex 6, the law provides a series of categorised deficiencies tied to the brake valve. In this case the guidelines differentiate between major deficiencies (e.g. actuating device broken or heavily worn) and dangerous deficiencies (e.g. no functioning of valve). 	<p>Compliant</p>

AUSTRIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up of deficiencies (Art. 9)		<ul style="list-style-type: none"> The tests have to be conducted without disassembly of any parts of the vehicle 	
	StF: BGBl. II Nr. 78/1998 §10	<p>Actions to be taken:</p> <ul style="list-style-type: none"> If deficiencies are found which cause the vehicle to fail the test, these will have to be remedied within four weeks and with no more than 1000km of additional mileage. In these cases, only the areas with (identified) deficiencies will be retested. If these deficiencies are remedied, the vehicle will have passed the test. Dangerous deficiencies have to be remedied immediately. The registration of these vehicles is suspended. 	Compliant
Testing centres (Art. 12)	StF: BGBl. II Nr. 78/1998 §3, §4	<p>Requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Testing centres need to have relevant expertise (civil or technical engineering companies or associations or vehicle repair companies) Sufficient equipment and infrastructure to perform all required tests for all necessary vehicle types 	Compliant
Inspectors (Art. 13)	StF: BGBl. II Nr. 78/1998 §3	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Inspectors have to possess relevant technical expertise. Technical expertise can be obtained via technical universities, technical colleges, apprenticeships, or master craftsmen. In addition, regular training intervals are required of at least 24 training hours. Inspectors need to recertify every three years 	Compliant
Penalties (Art. 21)	StF: BGBl. II Nr. 78/1998 §10 and StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.) §56 and 57	<p>Rules on penalties:</p> <ul style="list-style-type: none"> The tests can identify the following deficiencies: light, heavy, dangerous and not-regulation-conforming Heavy deficiencies have to be remedied immediately and the vehicle re-tested within two months 	Compliant

AUSTRIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> • Dangerous deficiencies are cause for registration suspensions • Not-regulation-conforming deficiencies concern illegal modifications: the vehicle has to be restored immediately. • If major deficiencies are found, the vehicle registration owner has to pay a financial penalty • The vehicle registration will be suspended if major deficiencies are not remedied within two months after detection <p>Control procedures</p> <ul style="list-style-type: none"> • Inspectors need to fulfil requirements as per Art 13 of the Directive. • The inspection needs to cover at least one or all areas as per Art. 6 of the directive • All results have to be kept in the test report • Further, the control may include cargo and emission testing • Should more than one deficiency be found, the overall assessment is according to the most severe deficiency 	
Transposition (Art. 23)	StF: BGBl. II Nr. 78/1998	Revision published on 9 April 2018	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Rechtsvorschrift für Prüf- und Begutachtungsstellenverordnung in the Federal Law Gazette StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §57a	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> • Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> • Information is stored in a central electronic register ("Begutachtungs-plakettendatenbank"). This database is accessible via an interface when testing a vehicle. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §56, §58	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> • After completion of the roadside inspection, the an electronic copy of the report is saved for 36 months <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> • If any deficiencies are remedied, a successful test of the vehicle leads to re-authorisation. If the vehicle fails or is not tested within the deadline, the vehicle will have to be re-registered. 	Compliant

AUSTRIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(7))	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58	Checking foreign vehicles legal status: <ul style="list-style-type: none"> The regulation only details the mechanisms with which to relay test results to other Member States (when the vehicle is registered elsewhere) The regulation does not detail the ad-hoc interlinkages with the domestic database and any Member State database 	Problematic issue <i>Missing reference on the use of electronic network</i>
Transposition (Art. 2)	Rechtsvorschrift für Prüf- und Begutachtungsstellenverordnung in the Federal Law Gazette StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.)	These measures were published 13 January 2017 and came to force in that year	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Rechtsvorschrift für Prüf- und Begutachtungsstellenverordnung in the Federal Law Gazette StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58	National number of initial technical roadside inspections: <ul style="list-style-type: none"> Same as Directive the annual inspection has to amount to at least 5 % of vehicles registered in Austria 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Authorities conducting the inspections may prioritise vehicles posing a greater risk to road safety (according to §103c: in particular cars with previous deficiencies or registered to high-risk enterprises). Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> More technical assessments have to be conducted by inspectors conforming to the minimum standards set out in 2014/45/EU. This concerns in particular tires, brakes, wheels, suspension and environmental burden. Cargo securing can also be inspected in more detail 	Compliant
Inspection of cargo securing (Art. 13)	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58, §101	Cargo securing inspection: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks:	Compliant

AUSTRIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<ul style="list-style-type: none"> The staff involved in the cargo securing checks has to undergo specific training. These activities are conducted by members of the public security services (federal, state, local police; generally under auspices of the federal states). 	
	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58	<p>Action to be taken:</p> <ul style="list-style-type: none"> Should major or severe deficiencies be detected, the registration can be temporarily suspended The vehicle has to be presented to a certified inspector no more than 10km distance 	Problematic issue <i>Missing reference on the mode of transportation of the vehicle with severe or major deficiencies to the closest place of inspection</i>
Penalties (Art. 25)	StF: BGBl. Nr. 267/1967 (NR: GP XI RV 186 AB 576 S. 61. BR: S. 256.), §58	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Deficiencies have to be remedied immediately. In case of major or dangerous deficiencies which pose risks to road safety, the registration of the vehicle can be suspended until remedy. For major deficiencies which cause no immediate risk to road safety, the vehicle may be driven to the closest maintenance provider. If major or dangerous deficiencies are found in the initial or detailed road inspection, the inspector can order a full inspection. For vehicles registered outside of Austria, the national contact point can submit a request for inspection at the national contact point in the country of registration If severe or major deficiencies are detected in a follow-up on-site test, the vehicle registration owner has to pay a fine If the vehicle is deemed not roadworthy (dangerous deficiencies), the vehicle registration owner faces civil charges 	Compliant

Belgium

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Royal Decree of 15 March 1968 as amended by Decree of Flemish Govt of 27 April 2018 (Art. 23b)	Flanders Frequency of test: <ul style="list-style-type: none"> Vehicle category M1: 4-1-1 Vehicle category M1 (taxi or ambulance): 1- 6 months- 6 months Vehicle categories M2 and M3: 3 months- 3 months – 3 months Vehicle category N3: 6 months-6 months- 6 months Vehicle categories O3, O4: before entering into service and then after 2 years Vehicle categories other than the above: 1-1-1 	Problematic issue <i>Vehicle categories O3 and O4 with longer PTI intervals</i>
	Royal Decree of 15 March 1968 as amended by Order of Walloon Govt of 17 May 2018 (Art. 23b)	Wallonia Frequency of test: <ul style="list-style-type: none"> Vehicle category M1: 4-1-1 Vehicle category M1 (taxi or ambulance): 1 – 6 months- 6 months Vehicle categories M2 and M3: 3 months- 3 months – 3 months Vehicle category N3: 6 months -6 months- 6 months Vehicle categories O3, O4: 2-2-2 Vehicle categories other than the above: 1-1-1 	Problematic issue <i>Vehicle categories O3 and O4 with longer PTI intervals</i>
	Royal Decree of 15 March 1968 as amended by Order of 29 November 2018 of the Govt of Brussels Capital (23b)	Brussels Capital Frequency of test: <ul style="list-style-type: none"> Vehicle category M1: 4-1-1 Vehicle category M1 (taxi or ambulance): 1 – 6 months- 6 months Vehicle categories M2 and M3: 3 months- 3 months – 3 months Vehicle category N3: 6 months-6 months -6 months Vehicle categories O3, O4: 2-2-2 Vehicle categories other than the above: 1-1-1 	Problematic issue <i>Vehicle categories O3 and O4 with longer PTI intervals</i>
Contents and methods of testing (Art. 6)	Royal Decree of 15 March 1968 as amended by Decree of Flemish Govt of	Flanders Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up of deficiencies (Art. 9)	27 April 2018 (Art. 23 and Annex 15)		
	Royal Decree of 15 March 1968 as amended by Order of Walloon Govt of 17 May 2018 (Article 23 and Annex 15)	Wallonia Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Royal Decree of 15 March 1968 as amended by Decree of 29 November 2018 of the Govt of Brussels Capital (Article 23 and Annex 15)	Brussels Capital Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Royal Decree of 15 March 1968 (Art. 23i))	Flanders, Wallonia and Brussels Capital Actions to be taken: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> In case of major deficiencies, a roadworthiness certificate is issued with a limited validity (15 days) to allow urgent repairment or alterations, as need be. 	Compliant
Testing centres (Art. 12)	Decree of Flemish Govt of 27 April 2018 amending Royal Decree of 23 December 1994 (Art. 19)	Flanders Requirements: <ul style="list-style-type: none"> National provisions lay down requirements for facilities, equipment and areas to be used in testing centres. However, MS only notified the amendments to former acts without providing the consolidated versions with updated list of requirements 	Problematic issue <i>Consolidated act is not available for implementation assessment</i>
	Royal Decree of 23 December 1994 as amended by the Decree of 30 March 2017 of the Walloon Govt (Art. 2-4 and 8)	Wallonia Requirements: <ul style="list-style-type: none"> Testing centres are approved by regional government authorities, upon proposal of the minister for road safety. They are required to offer services of optimal quality, in particular by seeking to reduce waiting times for their users. A notice is sent to users informing of time period and location for roadworthiness test to be performed. National provisions also lay down requirements for facilities, equipment and areas to be used in testing centres and their financial obligations. 	Compliant
	Decree of 28 June 2018 of the Govt of Brussels Capital amending Royal	Brussels Capital Requirements:	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)	Decree of 23 December 1994 (art. 2, 4 and 25)	<ul style="list-style-type: none"> Testing centres are approved by regional government authorities, notably the minister for road traffic. A notice is sent to users informing of time period and location where roadworthiness test to be performed. National provisions also lay down requirements for facilities, equipment and areas to be used in testing centres and their financial obligations. 	
	Decree of Flemish Govt of 27 April 2018 amending Royal Decree of 23 December 1994 (Art. 14 and Annex II)	Flanders Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Inspectors must follow a basic training, pass an exam and undergo a traineeship period before being able to perform roadworthiness tests. Testing centres are responsible to provide refresher trainings for the their staff. 	Compliant
	Royal Decree of 23 December 1994 as amended by the Decree of 30 March 2017 of the Walloon Govt (Art. 14 and Annex II)	Wallonia Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Inspectors must follow a basic training, pass an exam and undergo a probationary period before being able to perform roadworthiness tests. Testing centres are responsible to provide refresher trainings for the their staff. Specific requirements are also set for ensuring independence of inspectors (e.g. absence of professional links with construction/repair companies, insurance companies, driving schools etc.) 	Compliant
	Decree 28 June 2018 of the Govt of Brussels Capital amending Royal Decree of 23 December 1994 (art. 26)	Brussels Capital Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Inspectors must follow a basic training, pass an exam and undergo a traineeship period before being able to perform roadworthiness tests. 	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 21)		<p>Testing centres are responsible to provide refresher trainings for the their staff.</p> <ul style="list-style-type: none"> The decree lays down specific qualifications and diplomas for managerial staff running testing centres, other technical (e.g. assistant inspectors) and support staff. 	
	Royal Decree of 15 March 1968 (Art. 81)	<p>Flanders, Wallonia and Brussels Capital</p> <p>Rules on penalties:</p> <ul style="list-style-type: none"> In the event of non-compliance with the provisions of the decree the penalties provided for in Law of 21 June 1985 apply. Depending on the gravity of the violation, the latter foresees the application of a fine and/or the imprisonment of the perpetrator from 8 days up to three months. <p>Control procedures</p> <ul style="list-style-type: none"> Enforcement of the provisions laid down in the decree is carried out in accordance with the powers conferred to qualified staff within the meaning of art. 3 Royal Decree of 1 December 1975. 	Compliant
Transposition (Art. 23)	Decree of Flemish Govt of 27 April 2018 (art. 37)	<p>Flanders</p> <p>Lack of compliance</p> <ul style="list-style-type: none"> No 	Compliant
	Order of 17 May 2018 (Art. 45) and Decree of 30 March 2017 of the Walloon Govt (art. 29)	<p>Wallonia</p> <p>Lack of compliance</p> <ul style="list-style-type: none"> No 	Compliant
	Decrees of 29 November 2018 (art. 41) and of 28 June 2018 of the Govt of Brussels Capital	<ul style="list-style-type: none"> Lack of compliance The first regional act applies retroactively as from 1 January 2018 but was adopted on 29 November 2018 and published on the national official journal on 4 December 2018. The second regional act does not contain any specific provision on its application but was adopted on 28 June 2018 and published on the national official journal on 20 July 2018 	Problematic issue <i>Some months of delay in publication, entry into force on time</i>
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Royal Decree of 20 July 2001 and following amendments (Art. 6 – 9)	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p>	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(4))		<ul style="list-style-type: none"> The Directorate General for Transport and Road Safety of the Federal Public Service for Mobility and Transport is the competent authority managing the electronic records of registered vehicles. 	
	Royal decree of 21 July 2017 amending Royal Decree 20 July 2001 (Art. 1 and 3)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Royal Decree of 20 July 2001 and following amendments (Art. 13)	Checking foreign vehicles legal status: <ul style="list-style-type: none"> When a request of registration concerns a vehicle previously registered in a EU MS or a third country, national authorities inform the authorities of the country of prior registration. No reference is made in the act notified by the MS of the use of an electronic network for this purpose. 	Compliant
Transposition (Art. 2)	Royal decree of 21 July 2017 amending Royal Decree 20 July 2001	<ul style="list-style-type: none"> Lack of compliance With regard to the adoption of national measures on data recording of suspended vehicles which were adopted on 21 July 2017, that is a few months after the time-limit for the transposition of the directive. 	Problematic issue <i>Some months of delay in publication, entry into force on time</i>
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Decree of 2 March 2018 of the Flemish Govt (Art. 4)	Flanders National number of initial technical roadside inspections: <ul style="list-style-type: none"> Not fixed. No reference exists in the national transposition measures communicated by the MS 	Problematic issue
	Decree of 6 July 2017 of the Walloon Govt (Art. 3 and 15)	Wallonia National number of initial technical roadside inspections <ul style="list-style-type: none"> Not fixed. The competent authority shall carry out a number proportionate to the total number of registered vehicles in its territory. Inspections can target also vehicles of category N1 	Compliant <i>Additional requirements: N₁ category included</i>
	Decree of 19 July 2018 the Govt of Brussels Capital (Art. 3 and 17)	Brussels Capital National number of initial technical roadside inspections	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)		<ul style="list-style-type: none"> Not fixed. The competent authority shall carry out a proportionate to the total number of registered vehicles in its territory. Inspections can target also vehicles of category N1 	<i>Additional requirements: N₁ category included</i>
	Decree of 2 March 2018 of the Flemish Govt (Art. 8, 9 and Annex I)	Flanders Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Decree of 6 July 2017 of the Walloon Govt (Art. 5, 6 and Annex I)	Wallonia Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Decree of 19 July 2018 the Govt of Brussels Capital (Art. 5, 8 and Annex 1)	Brussels Capital Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Decree of 2 March 2018 of the Flemish Govt (Art. 12 and Annex 2) and Decree of 17 November 2017 (Art. 3)	Flanders Additional information: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue
	Decree of 6 July 2017 of the Walloon Govt (Art. 9)	Wallonia Additional information: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue
Inspection of cargo securing (Art. 13)	Decree of 19 July 2018 the Govt of Brussels Capital (Art. 11 and Annex 2)	Brussels Capital Additional information: <ul style="list-style-type: none"> Same as Directive 	Problematic issue

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		Training of personnel involved in cargo securing checks <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	
	Decree of 2 March 2018 of the Flemish Govt (Art. 13)	Flanders Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Decree of 6 July 2017 of the Walloon Govt (Art. 11)	Wallonia Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> Same as Directive 	Compliant
	Decree of 19 July 2018 the Govt of Brussels (Art. 13)	Brussels Capital Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> Same as Directive 	Compliant
Penalties (Art. 25)	Decree of 2 March 2018 of the Flemish Govt (Art. 20 and Annex 5)	Flanders Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Penalties consist of financial sanctions that, depending on their gravity, may range from 75 EUR up to 6600 EUR. Higher sanctions are foreseen for cases where the driver refuses to undergo the roadside test or the speed limit equipment of the vehicle is not present or not working, among others. 	Compliant
	Decree of 6 July 2017 of the Walloon Govt (Art. 18 and Annex 5)	Wallonia Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Penalties consist of financial sanctions that, depending on their gravity, may range from 75 EUR up to 6600 EUR. Higher sanctions are foreseen for cases where the driver refuses to undergo the roadside test or the speed limit equipment of the vehicle is not present or not working, among others. 	Compliant
	Decree of 19 July 2018 the Govt of Brussels Capital (Art. 21 and Annex 5)	Brussels Capital Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Penalties consist of financial sanctions that, depending on their gravity, may range from 75 EUR up to 6600 EUR. Higher sanctions are foreseen for cases where the driver refuses to undergo the roadside 	Compliant

BELGIUM			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		test or the speed limit equipment of the vehicle is not present or not working, among others.	

Bulgaria

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	ЗАКОН ЗА ДВИЖЕНИЕТО ПО ПЪТИЩАТА Road Traffic Act In force since 01.09.1999 amended on 03.01.2018 Article 147	Frequency of test: <ul style="list-style-type: none"> • The testing intervals largely conform/exceed minimum requirements. • N1 and M1 except taxis, ambulances and campers: 3-2-1 • For vehicles of classes M1-3 (if used as taxis, ambulances, but except campers): each 6 months, • N2, N3, O2, O3 and O4 not older than 10 years from the initial registration: 1-1-1.(if older than 10 years: each 6 months) • L3, L3e, L4, L4e, L5, L5e, L7, L7e, O1, L1, L1e, L2, L2e, L6, L6e: 2-2-2 	Problematic issue <i>No reference found for vehicle category T5</i>
Contents and methods of testing (Art. 6)	НАРЕДБА № Н-32 от 16.12.2011 г. за периодичните прегледи за проверка на техническата изправност на пътните превозни средства ORDINANCE № Н-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018 Annex 5, Part 2, Section 1	Areas covered by the test: <ul style="list-style-type: none"> • The scope of testing largely conforms with the requirements in annex 1 of 2014/45/EU. • There is methodology for implementation of the checks under topics 0, 1, 8 and 9 of the requirements in annex 1 of 2014/45/EU. 	Compliant
Follow-up of deficiencies (Art. 9)	НАРЕДБА № Н-32 от 16.12.2011 г. за периодичните прегледи за проверка на техническата изправност на пътните превозни средства ORDINANCE № Н-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology	Actions to be taken: <ul style="list-style-type: none"> • If less than 4 minor deficiencies are uncovered (but not more than 2 of the same item), the test is deemed as passed while the deficiencies shall be removed. • If one or more major deficiencies are uncovered during the check, the authority issues a list with the deficiencies. If the remedy is performed within 14 days of the test, the same authority can perform only partial test. • Dangerous deficiencies have to be remedied immediately. The 	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Testing centres (Art. 12)	and communications amended on 08.05.2018 Chapter 4, Article 37 and 40	registration of these vehicles is suspended. 14 days period is valid also for dangerous deficiencies.	
	НАРЕДБА № Н-32 от 16.12.2011 г. за периодичните прегледи за проверка на техническата изправност на пътните превозни средства ORDINANCE № Н-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018 Chapter 2	Requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Testing centres are categorised in 5 categories according to the equipment and infrastructure to perform all required tests for all necessary vehicle types The quality control system must comply with the quality management system in accordance with ISO 9001 Testing centres shall be equipped with integrated computer system for controlling the testing equipment which shall be protected from unregulated operator interference. This system shall secure the ability to transmit real-time data to Executive Agency Road Administration. 	Compliant
Inspectors (Art. 13)	НАРЕДБА № Н-32 от 16.12.2011 г. за периодичните прегледи за проверка на техническата изправност на пътните превозни средства ORDINANCE № N-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018 Chapter 2, Article 13	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Tests are performed by a composed by chairman and at least one technical inspector. Both chairmen and inspectors are licensed and shall be listed in official registry held by Executive Agency Road Administration. They shall not be erased from the registry for two years. Inspectors have to possess relevant technical expertise. Technical expertise can be obtained via technical universities, technical colleges, apprenticeships, or master craftsmen. Inspectors have to possess driving license category B Inspectors have to possess license for additional qualification for performing roadworthiness tests and checks of vehicles. The additional qualification is obtained in approved universities. There are different licenses for: general tests, 	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>ADR and additionally installed LPG/NG systems in the vehicles.</p> <ul style="list-style-type: none"> Inspectors need to recertify every two years. Inspectors have to have at least 3 years professional experience in the related field. 	
Penalties (Art. 21)	<p>Road Traffic Act</p> <p>In force since 01.09.1999 amended on 03.01.2018</p> <p>Article 148 b and</p> <p>НАРЕДБА № Н-32 от 16.12.2011 г. за периодичните прегледи за проверка на техническата изправност на пътните превозни средства</p> <p>ORDINANCE № N-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018</p> <p>Chapter 2, Article 15</p>	<p>Rules on penalties:</p> <ul style="list-style-type: none"> The tests can identify the following deficiencies: light, heavy, dangerous and not-regulation-conforming Heavy deficiencies have to be remedied immediately. Within 14 days the test can be performed only partially (covering checks only on the specified systems) if it is held in the same testing centre. Dangerous deficiencies are cause for registration suspensions If the chairman of the commission, the technical inspector or testing centre does not conform to the approved requirements their rights can be revoked with order of the Minister of transport, information technology and communications. If serious violations of the Road Traffic Act and ORDINANCE № N-32 have been ascertained, the chairman and/or the inspector/s can be erased from the official registry of the licensed technical inspectors held by EA Road Administration. 	Compliant
Transposition (Art. 23)	<p>Road Traffic Act</p> <p>In force since 01.09.1999 amended on 03.01.2018 and</p> <p>ORDINANCE № N-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018</p>	<ul style="list-style-type: none"> Road Traffic Act amendment in force since 3 January 2018 ORDINANCE № N-32 amendment in force since 20 May 2018 	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Regulation No I-45 of 24.03.2000 on registration, report, suspension of movement and movement into service, suspension, termination and resumption of registration of motor vehicles and trailers pulled by motor vehicles, and the procedures for the provision of data on registered road vehicles (Title amended and supplemented,— SG No 105 of 2002, amended in SG No 67 of 2012, SG No 20 of 2018) and ORDINANCE № N-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018 Article 36a	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Additional information <ul style="list-style-type: none"> Information is stored in a central electronic register held by Executive Agency Road Administration. This database is accessible via an interface when testing a vehicle. The electronic register is integrated with the information system of the registered vehicles held by the Ministry of Interior. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	ORDINANCE № N-32 of 16.12.2011 on the periodic inspections for inspection of the technical condition of road vehicles of the Minister of transport, information technology and communications amended on 08.05.2018 Articles 11, 48 and Regulation No I-45 of 24.03.2000 on registration, report, suspension of movement and movement into service, suspension, termination and resumption of registration of motor vehicles and trailers pulled by motor vehicles, and the procedures for the provision of data on registered road vehicles	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> The physical protocols of the technical test are stored in the technical centre for 1 year after the validity of the test expires. Electronic records of the data for technical test are stored in the information system of the technical centre for at least 60 months from the date of the test After finding dangerous deficiencies during the test, the information system of the technical centre automatically send data to the related system of the Ministry of Interior and triggers automatic temporary suspension of the vehicle's registration Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> There is a reciprocal procedure and data exchange to cancel the 	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(7))	(Title amended and supplemented,— SG No 105 of 2002, amended in SG No 67 of 2012, SG No 20 of 2018) Article 40	vehicle's temporary suspension between the information systems of the two authorities if the dangerous deficiencies are remedied	
	Road Traffic Act In force since 01.09.1999 amended on 06.06.2018 Article 143 (21) and Regulation No I-45 of 24.03.2000 on registration, report, suspension of movement and movement into service, suspension, termination and resumption of registration of motor vehicles and trailers pulled by motor vehicles, and the procedures for the provision of data on registered road vehicles (Title amended and supplemented,— SG No 105 of 2002, amended in SG No 67 of 2012, SG No 20 of 2018) Article 34 (5)	Checking foreign vehicles legal status: <ul style="list-style-type: none">Article 143 (21) states that for the purposes of vehicle registration, information may be exchanged with the Member States of the European Union regarding the legal status of vehicles and before registration of a vehicle – to be inspected in the Member State of the European Union in which it was registered. In order to facilitate this exchange, verification may be carried out using an electronic network including data from national electronic databases.The regulation only states the General Directorate "National police" (under Ministry of Interior) organises and coordinate the exchange of information between European information funds of registered vehicles and the local one	Problematic issue <i>Missing any details on the mechanisms</i>
	Transposition (Art. 2)	Road Traffic Act In force since 01.09.1999 amended on 06.06.2018 Additional provisions § 6v.	<ul style="list-style-type: none">The statement of the transposition is published in 2017Article 143 (21) of the Road Traffic Act is in force since 6 June 2018
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Regulation No N-14 of 27.08.2009 on the conduct, scope and organisation of roadside checks and at undertakings and on the classification of carriers and persons carrying out carriage on own account amended and extended on 20.04.2018 and later extended on 09.07.2019 Article 13 (1)	National number of initial technical roadside inspections: <ul style="list-style-type: none">Same as Directive the annual inspection has to amount to at least 5 % of vehicles registered in Bulgaria	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Regulation No N-14 of 27.08.2009 on the conduct, scope and organisation of roadside checks and at undertakings and on the classification of carriers and persons carrying out carriage on own account amended and extended on 20.04.2018 and later extended on 09.07.2019	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> A methodology for risk rating system based on Annex I of Directive 2014/47/EU is applied to prioritise inspections of vehicles operated by undertakings with a high-risk profile <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Cargo securing requirements are not described in detail 	Compliant
Inspection of cargo securing (Art. 13)	Regulation No N-14 of 27.08.2009 on the conduct, scope and organisation of roadside checks and at undertakings and on the classification of carriers and persons carrying out carriage on own account amended and extended on 20.04.2018 and later extended on 09.07.2019 Annex 10 point 17 (10)	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Required Lack of details about the methodology, elements, personnel in relation to cargo securing inspections 	Problematic issue <i>Missing details on the way cargo securing shall be inspected</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Regulation № N-14 of 27.08.2009 on the conduct, scope and organisation of roadside checks and at undertakings and on the classification of carriers and persons carrying out carriage on own account amended and extended on 20.04.2018 and later extended on 09.07.2019 Article 14 v (4)	<p>Follow-up in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> No contradictions with the directive requirements, but lack of details <p>Action to be taken:</p> <ul style="list-style-type: none"> Should major or severe deficiencies be detected, the registration can be temporarily suspended The major or severe deficiencies shall be remedied before the vehicle can be used again on roads open to the public. 	Compliant
Penalties (Art. 25)	Road Transport Act in force since 17.09.1999 last amended and extended on 01.01.2019 and Regulation № N-14 of 27.08.2009 on the conduct, scope and organisation of roadside checks and at undertakings and on the classification of carriers	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Deficiencies have to be remedied immediately. In case of major or dangerous deficiencies which pose risks to road safety, the registration of the vehicle can be suspended until remedy. For major deficiencies which cause no immediate risk to road safety, the vehicle may be 	Compliant

BULGARIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	and persons carrying out carriage on own account amended and extended on 20.04.2018 and later extended on 09.07.2019	<p>driven to the closest maintenance provider.</p> <ul style="list-style-type: none"> . If major or dangerous deficiencies are found in the initial or detailed road inspection, the inspector can order a full inspection. For vehicles registered outside of Bulgaria, the national contact point can submit a request for inspection at the national contact point in the country of registration . If severe or major deficiencies are detected in a follow-up on-site test, the vehicle registration owner has to pay a fine according to Road Transport Act . If the vehicle is deemed not roadworthy (dangerous deficiencies), the vehicle registration owner faces civil charges according to Road Transport Act 	

Croatia

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Roadworthiness tests of vehicles (Art. 255 – 258) Date and frequency of testing (Art. 5)	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests	Frequency of test: <ul style="list-style-type: none"> Vehicle category M1: 2-2-2 Vehicle category M1(ambulance and taxi), M2,M3, N2, N3, O3, O4: 1-1-1 For new motor vehicles and trailers registered in the Republic of Croatia, which participate in road traffic, owners are required to undergo regular technical inspection during the month in which the time-limit expires 24 months from first registration of new vehicles. The exception are motor vehicles and trailers for goods transport with a maximum authorised mass of more than 3 500 kg, motor vehicles for the carriage of persons other than the driver's seat, having more than eight seats, medical emergency vehicles and taxi vehicles, which owners are required to submit undergo technical inspection during the month in which the time-limit expires 12 months from first registration of a vehicle. For vehicles that are 2 years old or older, regular roadworthiness test must be performed in the 12th month since the last regular technical inspection. Exceptional roadworthiness tests are performed for vehicles eliminated from traffic and vehicles that are suspected not to be roadworthy. Rent-a-car vehicles, vehicles for training of drivers, taxis, buses, trucks and trailers for the transport of dangerous goods, trucks and trailers with maximum authorised mass of more than 7 500 kg need to be subjected to preventive roadworthiness tests. These consist of daily preventive roadworthiness tests, periodical roadworthiness tests (performed in the same way as regular ones; if the deadline coincides with the regular test, regular test counts as periodical, 	Compliant

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>too) and periodical roadworthiness test of brakes. The deadlines for periodical road worthiness tests are as follows:</p> <ul style="list-style-type: none"> For vehicles between 6 and 10 years old in the month 6 months since the last regular or periodical road worthiness tests, For vehicles between older than 10 years in the month 3 months since the last regular or periodical road worthiness tests, For vehicles less than 2 years old, periodical roadworthiness test of brakes needs to be performed in the month 12 months since the first registration of vehicle, For vehicles older than 2 years, periodical roadworthiness test of brakes needs to be done in the 12th month since the last periodical roadworthiness test. <p>Additional information</p> <ul style="list-style-type: none"> New light-duty trailers shall be subject to a regular technical examination during the month in which it points to an initial period of 36 months starting from the first labelling of the new light trailer in Croatia and during the month in which it expires 36 months of the first regular technical inspection. 	
Contents and methods of testing (Art. 6)	NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> The scope of testing cover same items as provided by annex 1 of Directive 2014/45/EU. 	Compliant
Follow-up of deficiencies (Art. 9)	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act	<p>Actions to be taken:</p> <ul style="list-style-type: none"> If it is found during a roadworthiness test provided that the vehicle has a number of shortcomings that belong to different categories of deficiencies, it shall be considered that the vehicle has a lack of a higher degree of severity. Restriction of prohibition to use the vehicle shall be applied and appropriate follow-up measure taken. If it is found during a roadworthiness test for vehicles with multiple deficiencies within the same class are deficiencies, it 	<p>Problematic issue</p> <p><i>Missing reference on the time limit to fix the deficiencies</i></p>

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		shall be considered that the vehicle has a greater degree of gravity, where lack of shortcomings identified together represent a higher risk to road safety. Restriction of prohibition to use the vehicle shall be applied and appropriate follow-up measure taken.	
Testing centres (Art. 6-10)	NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests	Requirements: <ul style="list-style-type: none"> Testing centres shall fulfil some construction requirements to guarantee quality control procedures. A list of technical requirements is included in the Ordinance on roadworthiness test, This include both the layout of the place where the test occur and infrastructural features of installed facilities. It is also required to have video record of testing. Equipment used shall also fulfil some minimum requirements. 	Compliant
Inspectors (Art. 13)	NN 132/2017 (29.12.2017), Rules on the programme and method of basic training for roadworthiness of vehicle, professional training and check for the competence of vehicle registration	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> The basic training for controller of technical inspection shall consist of theoretical and practical training in accordance with the list of items of Annex IV of Directive 2014/45 Training shall be carried out at least once a year Re-fresh training are also foreseen with same training programs The verification of the competence of supervisors shall be carried out through exams and competences shall be certified via a permit issued by the Ministry of Internal Affairs, also in electronic form. A report proving the competence of the controller shall contain the information according to Annex IV od Directive 2014/45. 	Compliant
Penalties (Art. 21)	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act	Rules on penalties: <ul style="list-style-type: none"> A fine between HRK 1.000 to HRK 15.000 is applied in case deficiencies are identified during roadworthiness testing. The fine change based on the person to which it is applied (owned, driver, etc.) and depending on the severity of the deficiency found. 	Compliant

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 23)		<ul style="list-style-type: none"> A fine of HRK 2.000,00 shall be imposed for infringements by the driver when driving on the road traffic has been excluded from a vehicle does not possess the record of the roadworthiness certificate or statement on the roadworthiness of the vehicle on the road which granted the possibility of removal of vehicles to a certain place where to remedy the defect or deficiency, i.e. the roadworthiness certificate, which laid down a roadworthiness The minimum penalty of HRK 300 shall be imposed on the driver if he has not placed a distinctive sticker showing the period of validity of a regular technical inspection <p>Control procedures</p> <ul style="list-style-type: none"> Control procedures occur during technical inspection 	
	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests NN 132/2017 (29.12.2017), Rules on the programme and method of basic training for roadworthiness of vehicle, professional training and check for the competence of vehicle registration	<ul style="list-style-type: none"> Act 108/2017 was adopted on 27 October 2017 and entered into force 8 day following its publication in the Narodne Novine. However some article only entered into force on 20 May 2018 Act 16/2018 was adopted on 16 February 2018 and entered into force on 20 May 2018 Act 132/2017 was adopted on 29 December 2017 and entered into force on 20 May 2018 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	NN 130/2017 (27.12.2017), Rules on vehicle registration and marking	<p>Electronic record of a),b),c): (same as Directive)</p> <ul style="list-style-type: none"> Records of registered vehicles shall be kept on the information system of the ministry responsible for internal affairs, and entries in the records shall record the technical inspection of the vehicle and of the professional organisation when registering vehicles and carrying out other related operations. Records of registered vehicles in the Ministry of the Interior of the Ministry of the Interior shall contain the data of the testing centre, the 	Compliant

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(4))		registration document, the registry, the traffic licence, the guarantee, the owner/user/lessee. This include information concerning the validity of the technical inspection of the vehicles and other data provided on the transport licence.	
	NN 130/2017 (27.12.2017), Rules on vehicle registration and marking	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Records of registered vehicles in the Ministry of the Interior of the Ministry of the Interior shall include a prohibition on the use of vehicles in road traffic where dangerous deficiencies that constitute a direct and immediate risk to road safety or adverse environmental impact are identified in a technical inspection. The prohibition shall cease by providing proof of roadworthiness of a vehicle without a new procedure for registration of vehicles <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> The prohibition shall cease by providing proof of roadworthiness of a vehicle without a new procedure for registration of vehicles 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	NN 130/2017 (27.12.2017), Rules on vehicle registration and marking	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> In the case of doubt, the testing centre may check the validity of the roadworthiness certificate of a vehicle registered in another Member State of the European Union, before it is accepted and registered in the Republic of Croatia Before registering a vehicle, the professional organisation shall, through the ministry in charge of internal affairs, exchange, where appropriate, by electronic means, information regarding the status of the vehicle in the Member State of the European Union in which the vehicle was previously registered 	Compliant
Transposition (Art. 2)	NN 130/2017 (27.12.2017), Rules on vehicle registration and marking	<ul style="list-style-type: none"> Act 130/2017 was adopted on 27 December 2017 and entered into force on 1 January 2018 However some article only entered into force on 20 May 2018 	Compliant

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	–	National number of initial technical roadside inspections: <ul style="list-style-type: none"> No reference exist about the number of vehicles to be inspected 	Problematic issue
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> No reference on the way vehicles are selected for roadside inspection Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Problematic issue
Inspection of cargo securing (Art. 155, 156, 236, 290)	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act	Cargo securing inspection: <ul style="list-style-type: none"> A road traffic vehicle must meet the specific dimensions, maximum permissible masses and axle loads laid down by separate regulation. A vehicle shall not be loaded in road traffic above the maximum permissible mass or axle load specified in the transport licence, or permitted by the road characteristics established by the traffic sign. The load on the vehicle must be attached and, if necessary, secured, fixed or secured so that: does not endanger the safety of road users and shall not cause damage to the road and to roadside facilities; does not reduce vehicle stability and does not impede driving, do not reduce the driver's visibility over the road, does not generate excess noise and not be used on the road; does not mean the use of lighting and light-signalling devices on vehicles, registration plates and other prescribed markings on the vehicle. Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No clear reference to the training of the personnel involved in the cargo inspection. However, the regulation indicates that the surveillance of vehicle cargo and technical 	Problematic issue <i>Missing reference to the list of items as provided by Annex III of Directive</i>

CROATIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14, 258) Exceptional roadworthiness tests (Art. 5)		roadside inspections of vehicles as well as the control of the movement of goods vehicles, other than police officers, may also be carried out by road inspectors.	
	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act NN 16/2018 (16.2.2018), Ordinance on roadworthiness tests	<p>Action to be taken:</p> <ul style="list-style-type: none"> Deficiencies have to be remedied immediately. The police officer shall exclude the vehicle from traffic and shall suspend the registration plates by if defect of the vehicle equipment categorised as dangerous is found. Minutes of the roadside tests are made. The vehicle excluded from the traffic must undergo exceptional roadworthiness test. <p>The testing centres may carry out exceptional roadworthiness test when there is a need to evaluate the technical condition of the vehicle.</p>	Compliant
Penalties (Art. 25)	NN 108/2017 (8.11.2017), the Act amending the Road Traffic Safety Act	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Deficiencies have to be remedied immediately. traffic and shall suspend the registration plates by if defect of the vehicle equipment categorised as dangerous is found The payment of a fee, proportionate to deficiency detected during control shall be issued to the driver or the owner of the vehicle 	Compliant

Cyprus

CYPRUS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>Frequency of test:</p> <ul style="list-style-type: none"> Vehicle category M1, N1, T5: 4-2-2 Vehicle category M1 and N1 (used as taxi or ambulances) M2, M3, N2, N3, O3, O4: 1-1-1 <p>Additional information:</p> <ul style="list-style-type: none"> M1, N1 (used as rental without driver): 2-1-1 L3e, L4e, L5e, L7e (engine > 125cm³): every 5 years categories L1e, L2e, L3e, L4e, L5e, L6e and L7e, used as rental without drive: every 2 years 	Compliant
Contents and methods of testing (Art. 6)	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>Actions to be taken:</p> <ul style="list-style-type: none"> If the vehicle is affected by defects with regard to the control points, the Inspector shall establish a procedure specifying the conditions under which the vehicle may be allowed to run until it has successfully undergone a new roadworthiness test. 	Compliant
Testing centres (Art. 12)	The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007	<p>Requirements:</p> <ul style="list-style-type: none"> A permit is required to operate under certain quality and technical condition including the use of approved equipment, which have to be verified on-site by the Registrar of Motor Vehicles. Condition for granting the permit concern: legal requirements to run vehicle tests; IT system; procedure and staff are appropriate; quality system; etc. 	Compliant
Inspectors (Art. 13)	The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007 – Amended by Notification of the 20 April 2017	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional requirements:</p> <ul style="list-style-type: none"> Inspectors must have earned a degree/diploma or equivalent technical certificate in Mechanical engineering and have at least one 	Compliant

CYPRUS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 21)		<ul style="list-style-type: none"> year's experience in automotive engineering. Inspectors must hold the driving licence for those categories of vehicle subjected to their PTI control 	
	The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007	<p>Rules on penalties:</p> <ul style="list-style-type: none"> Anyone who carries out periodic roadworthiness tests at a private testing centre without being a roadworthiness inspectors, shall commit a criminal offence punishable if convicted, with imprisonment of up to 2 years or a fine of up to CYP 5 000 or both. <p>Control procedures</p> <ul style="list-style-type: none"> No reference exist about control procedure to be applied 	Problematic issue <i>Missing reference on control procedures</i>
Transposition (Art. 23)	<p>The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018</p> <p>The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007</p>	<ul style="list-style-type: none"> The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018 was published in the Official Journal on 29 April 2014 and following amendments were published on April 2018 The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007 was adopted on 15 January 2007 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))		<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> No reference found 	Problematic issue <i>No reference found about this measure</i>
Amendments to Directive 1999/37/EC (Art. 1(4))		<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> No reference found <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> No reference found 	Problematic issue <i>No reference found about this measure</i>
Amendments to Directive 1999/37/EC (Art. 1(7))	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> (Amendment of Regulation 3): "The Motor Vehicles Curator can cooperate with foreign Authorities and exchange required information". (Amendment of Regulation 6): "To register a motor vehicle previously registered in an EU member state, the Motor Vehicles Curator can 	Compliant

CYPRUS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 2)		accept a certificate issued by the competent Authorities of that member state".	
	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<ul style="list-style-type: none"> The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018 was published in the Official Journal on 29 April 2014 	Problematic issue <i>Missing information about entry into force</i>
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> It is only specified that every two years, and no later than 31 March in the year following the expiry of the two years concerned, the Registrar shall provide the Commission the number of checks carried out in the preceding two calendar years 	Problematic issue <i>Missing reference on the number of vehicles to be inspected</i>
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> No clear reference found on the way the selection is carried out. Nevertheless, according to amendment of Regulation 65, point 15: "Information on the number and severity of failures in vehicles falling within the scope of the "Law on Access to the profession of road transporter" shall be entered into the risk assessment system established in accordance with the "Law on the control of driving hours and drivers of certain vehicles". The latter Law and the referenced risk assessment system were not provided in the EP folder. <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	Problematic issue <i>Missing reference on the selection of vehicle</i>
Inspection of cargo securing (Art. 13)	<p>The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018</p> <p>The "Public Service" Law 1/1990, Section VI, par.51 titled "Training"</p> <p>The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007, Section VI, point 2c</p>	<ul style="list-style-type: none"> Cargo securing inspection: Same as Directive Training of personnel involved in cargo securing checks: The training of public servants (state owned inspection centres) falls under the "Public Service" Law 1/1990, Section VI, par. 51 titled "Training", where a general provision exists about training and skills improvement according to 	Compliant

CYPRUS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<p>duties, covering all public servants of Cyprus.</p> <ul style="list-style-type: none"> A similar provision exists at point 2c of Section VI of the Motor Vehicles (Roadworthiness Tests and Testing Centres) Law of 2007, where proper training of inspectors (of private owned inspection centres) is included among the duties of the Motor Vehicles Curator. 	
	Motor Vehicle ad Mobile Motor Vehicle Regulation OF 1984 – As amended in October 2018	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> In the event that the inspector establishes from the roadside inspection that the commercial vehicle which has undergone a technical roadside inspection fails to comply with the minimum technical control criteria laid down in this Regulation, to such an extent that it may be reasonably likely to present a risk to road safety, he may refer that vehicle to the nearest inspection centre for motor vehicles of the Department of Road Transport, to carry out a thorough roadworthiness test, providing the driver with the relevant written order and keeping a copy in the VAT records. A driver of a commercial vehicle with a written instruction in accordance with the provisions of subparagraph (1) shall be required to present that commercial vehicle immediately to the nearest inspection centre for motor vehicles of the Department of Road Transport and to deliver to a person serving in that centre the written order. If, at the discretion of an inspector, the condition of the commercial vehicle submitted either to a roadside inspection or a thorough technical check in a control centre of motor vehicles of the Department of Road Transport in accordance with the provisions of this Regulation, it is such that it may pose a risk to persons on board any public journey or to other persons using any public road or property, the inspector having made such a finding shall give a written instruction for the 	Compliant

CYPRUS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)		immobilisation of the commercial vehicle in question, by providing the driver in the original of the Directive with a copy of it for the purposes of registration in the tax records.	
	The Motor Vehicles (Roadworthiness Tests and Roadworthiness Testing Centres) Law of 2007	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> In the event of failure to provide the information to inspectors during a technical control, in the event of incorrect or misleading information, whether intentionally or negligently, an administrative penalties is applied up to CYP 2.000 	Compliant

Czechia

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Law 193/2018 amending Act N°56/2001 on the conditions for the operation of vehicles on road (as amended by a number of Acts)	Frequency of test: <ul style="list-style-type: none"> Vehicle category M1, N1, O1, O2: 4-2-2 Vehicle designed to move on snow or ice different from category M1, N1 and L: 4-2-2 Vehicle designed to move on snow or ice of category M1, N1 and L: 1-1-1 taxi or rental vehicles: 1-1-1 M2, M3, N2, N3, O3, O4: 1-1-1 Road vehicle of category O1 without brakes: 6-4-4 Vehicle category L, with the exception of vehicles in the previous section, with engine not exceeding 50 cm³ or with a maximum design speed of 50 km, is not subject to regular technical inspection 	Problematic issue <i>No reference found for vehicle category T5</i>
Contents and methods of testing (Art. 6)	Decree 211/2018 on roadworthiness test (Annex 1)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive No inspection tasks related to vehicle emission measurements are carried out on L-category vehicles and electric vehicles. 	Compliant
Follow-up of deficiencies (Art. 9)	Decree 211/2018 on roadworthiness test	Actions to be taken: <ul style="list-style-type: none"> A repeated technical inspection carried out→ within 30 days of the date of completion of the test for serious or dangerous defects→, limited to the control of the technical condition and functioning of the road vehicle, its systems→, components and separate technical units and their impact on the environment where the safe and/or safe failure is detected, if other→ serious or dangerous deficiencies are detected during the survey 	Compliant
Testing centres (Art. 12)	Decree 211/2018 on roadworthiness test (Annex 6)	Requirements: <ul style="list-style-type: none"> Testing centres are of several categories according to the type of vehicles to be tested The Decree lay down specific requirements testing centres shall comply with. These include the 	Compliant

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)		<p>capacity of testing, the capacity of control lines and station (Annex 6 of Decree 211/2018).</p> <ul style="list-style-type: none"> Requirements include also a list of equipment to be used for vehicle testing 	
	Decree 211/2018 on roadworthiness test (Annex 16)	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Inspector shall fulfil minimum requirement of theoretical competence and practical expertise. Training include a basic course of theoretical instruction (200 teaching hours) followed by a test to demonstrate the professional competence both theoretical and practical Separate course shall be attended to acquire and enhance competence to perform roadworthiness tests limited to measure the vehicle emission. Professional certificate is issued to prove the professional knowledge (Annex 18) 	Compliant
Penalties (Art. 21)		<p>Rules on penalties:</p> <ul style="list-style-type: none"> Rules on penalties are not mentioned. 	<p>Problematic issue</p> <p><i>No reference found about this measure</i></p>
Transposition (Art. 23)	<p>Law 193/2018 amending Act N°56/2001 on the conditions for the operation of vehicles on road (as amended by a number of Acts)</p> <p>Decree 211/2018 on roadworthiness test</p>	<ul style="list-style-type: none"> Law 193/2018 was published on 15 August 2018 and entered into force on 1 October 2018 Decree 211/2018 on roadworthiness test was published on 20 September 2018 and entered into force on 1 October 2018 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Regulation 343/2014 on the registration of vehicles (Part II)	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> A register of road vehicles shall be kept electronically Data shall be entered in records of lost, stolen, damaged and destroyed registration certificates 	Compliant

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(4))		of a road vehicle, technical permits of a road vehicle, and plates	
	Regulation 343/2014 on the registration of vehicles (Part II)	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Data on the revocation of a road vehicle registration certificate and road vehicle technical permit issued by another Member State include the date of revocation and the reason <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> in regulation 343/2014 no statement is made. 	<p>Problematic issue</p> <p><i>No reference found about this measure</i></p>
Amendments to Directive 1999/37/EC (Art. 1(7))	Act N° 56/2001 on requirements for the operation of vehicles on roads	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> In Section 6, Art. 2h there is only made a statement about the removal of a vehicle from a register of vehicles in another country, if the vehicle was registered in a foreign register of vehicles. 	<p>Problematic issue</p> <p><i>No reference found about this measure</i></p>
Transposition (Art. 2)	Regulation 343/2014 on the registration of vehicles	<ul style="list-style-type: none"> Regulation 343/2014 was published on 19 December 2014 and entered into force on 1st January 2015 a part some section entered into force on 1st January 2016 	<p>Problematic issue</p> <p><i>Some months of delay in entry into force</i></p>
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Law 193/2018 amending Act N° 56/2001 on the conditions for the operation of vehicles on roads and amending Act No 168/1999 on insurance against liability for damage caused by the operation of vehicles and amending certain related acts (the Vehicle Operation Liability Insurance Act), as amended by Act No 307/1999, as amended, and other related acts (Section 6a (6))	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> The technical roadside inspections of vehicles of categories M2, M3, N2, N3, O3 and O42) shall be carried out so that a total of at least 5 % of the total number of such checks, carried out in a calendar year, corresponds to at least of the total number of vehicles in the categories listed in the register of road vehicles. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Law 193/2018 amending Act N° 56/2001 on the conditions for the operation of vehicles on roads and amending Act No 168/1999 on insurance against liability for	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Not transposed. The official document indicates that such provision was an optional and recommending one) 	Problematic issue

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	<p>damage caused by the operation of vehicles and amending certain related acts (the Vehicle Operation Liability Insurance Act), as amended by Act No 307/1999, as amended, and other related acts</p> <p>Decree 207/2018 amending Decree N°82/2012 Coll. on the implementation of checks on the technical condition of vehicles and combinations of vehicles in operation on the land commutator — (Decree on technical roadside checks)</p>	<p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	
Inspection of cargo securing (Art. 13)	<p>Decree 211/2018 on roadworthiness test</p> <p>Decree 207/2018 amending Decree N°82/2012 Coll. on the implementation of checks on the technical condition of vehicles and combinations of vehicles in operation on the land commutator — (Decree on technical roadside checks)</p>	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Items to be checked are those listed in Annex III of Directive 2014/45 (Annex 5 of Decree 207/2018) Technical inspection of road vehicles intended for the transport of dangerous goods involves checking compliance with the requirements laid down by the international agreement relating to international road traffic in dangerous goods (Decree No 64/1987 on the European Agreement concerning the international carriage of dangerous goods by road (ADR), as amended) If the vehicle is of category M2, M3, N2, N3, O3, O4, or a vehicle of category T2) with a design speed exceeding 40 km.h⁻¹ the checking of the position, mounting or securing of the load may be combined with technical roadside inspection. In such a case, the result of the checking of the location, fixing or securing of the cargo shall be entered in a technical roadside inspection document. <p><i>Training of personnel involved in cargo securing checks:</i></p> <ul style="list-style-type: none"> Personnel involved in roadside inspection shall satisfy the level of 	Compliant

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<p>education laid down for the service area to which he is to be appointed.</p> <ul style="list-style-type: none"> Furthermore, in addition to the degree of education the personnel shall demonstrate knowledge for the field or specialisation of the place of service. 	
	Law 193/2018 amending Act N° 56/2001 on the conditions for the operation of vehicles on roads and amending Act No 168/1999 on insurance against liability for damage caused by the operation of vehicles and amending certain related acts (the Vehicle Operation Liability Insurance Act), as amended by Act No 307/1999, as amended, and other related acts	<p>Action to be taken:</p> <ul style="list-style-type: none"> A police officer may, while supervising the safety and flow of traffic on the road, prevent the motor vehicle by using the technical means or leaving the vehicle if the vehicle is technically unfit for use on road communications (34a) in such a severe way as to endanger immediately other road users. If a roadworthiness test of a road vehicle or technical roadside inspection pursuant to a separate legal provision²⁶⁾ or similar controls in another Member State is detected with a serious defect, the vehicle shall be technically capable of operation only for a period of 30 days after the date the roadworthiness test has been marked on the vehicle's technical certificate or the date of issue of the technical roadside inspection document. The operator of a road vehicle shall, within this time limit, cause the road vehicle to be fitted with a serious fault of the testing station to carry out a repeated technical inspection If the technical inspection of a road vehicle is found to be a dangerous defect, the vehicle shall be technically incapacitated and shall not be used in use. The operator shall ensure at his/her own expense. <ul style="list-style-type: none"> (a) towing a vehicle from a testing centre; (b) removal of dangerous defect, (c) introduction of a road vehicle for a roadworthiness test 	Compliant
	Penalties (Art. 25)	<p>Law 193/2018 amending Act N° 56/2001 on the conditions for the operation of vehicles on roads and amending Act No 168/1999 on insurance</p> <p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> The driver of a motor vehicle is obliged to submit to the vehicle a request for a police officer to 	Compliant

CZECHIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	<p>against liability for damage caused by the operation of vehicles and amending certain related acts (the Vehicle Operation Liability Insurance Act), as amended by Act No 307/1999, as amended, and other related acts</p> <p>Act No 56/2001 on requirements for the operation of vehicles on roads</p>	<p>perform a technical roadside inspection.</p> <ul style="list-style-type: none"> · A police officer may, while supervising the safety and flow of traffic on the road, prevent the motor vehicle by using the technical means or leaving the vehicle if the driver has refused to subject the vehicle to a technical roadside inspection · In the case of supervision of the safety and flow of traffic on the road, police officers may, in particular, be entitled to require the driver of the vehicle to submit to a vehicle the technical roadside inspection. · Penalties are applied if the driver is not compliant with the disposition of the Law in respect to technical roadside inspection 	

Denmark

DENMARK			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Order N° 633 19/05/2017 Order amending the Order on the approval and inspection of vehicles Order N° 516 of 01/06/2012 Order on approval and survey of vehicles	Frequency of test: <ul style="list-style-type: none"> Vehicle categories M1, N1: 4-2-2. (2-2-2 when N1 is used for rental without driver) Vehicle categories M1, M2, M3, N2, N3, O3, O4: 1-1-1 Vehicle categories L3e, L3e: 2-2-2 Additional information: <ul style="list-style-type: none"> Vehicles approved for the transport of dangerous goods; emergency vehicles; taxi and limousine services; patient transport; ambulance services; coach and bus services: 1-1-1 	Problematic issue <i>No reference found for vehicle category T5</i>
Contents and methods of testing (Art. 6)	Order N° 633 19/05/2017 Order amending the Order on the approval and inspection of vehicles Order N° 516 of 01/06/2012 Order on approval and survey of vehicles	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Order N° 516, 01/06/2012 Order on approval and survey of vehicles	Actions to be taken: <ul style="list-style-type: none"> If the vehicle has received the test results "Vehicle is not approved", this shall be reported to the Danish Transport Authority, which shall forward the information to SKAT82. Until such time as it is brought into conformity, a vehicle covered by paragraph 1 may be used only for the service necessary for the vehicle repair. The testing centre may lay down conditions for driving for repairs, and a vehicle may be completely prohibited. The vehicle may be used for driving only in accordance with the conditions laid down 	Problematic issue <i>Missing reference to the time by which a new test shall be undergone</i>
Testing centres (Art. 12)	Order N° 634, 19/05/2017 Order amending the Order on testing centres	Requirements: <ul style="list-style-type: none"> The Danish Road Safety Agency shall monitor testing centres in accordance with the requirements applicable to supervisory bodies set 	Compliant

DENMARK			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)		out in Annex V of Directive 2014/45/EU	
	Order N° 634, 19/05/2017 Order amending the Order on testing centres	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Inspectors must be trained according to Annex 1 of BEK nr 724 of 24/06/2011) and this shall, at the very least, meet the minimum requirements concerning the competence, training and certification of testing personnel set out in Annex IV of Directive 2014/45/EU. 	Compliant
Penalties (Art. 21)	Order N° 633 19/05/2017 Order amending the Order on the approval and inspection of vehicles	Rules on penalties: <ul style="list-style-type: none"> It is only specified that Infringements of specific dispositions shall be punishable by a fine. Control procedures <ul style="list-style-type: none"> No reference exist about control procedures 	Problematic issue <i>Missing reference to the applicable control procedures</i>
Transposition (Art. 23)	Order N° 633 19/05/2017 Order amending the Order on the approval and inspection of vehicles	<ul style="list-style-type: none"> The Orders were adopted the 19th of May 2017 and entered into force by 20 May 2018 (some parts entered into force on 1st January 2018) 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Order N° 599, 31/05/2017 Order on the registration of vehicles	Electronic record of a),b),c): <ul style="list-style-type: none"> For vehicles registered in an EEA State, Directive 1999/37/EC applies and the certificate must be completed in accordance with the Council Directive on the registration documents for vehicles (1999/37/EC). 	Problematic issue <i>No reference about electronic recording</i>
Amendments to Directive 1999/37/EC (Art. 1(4))	Order N° 599, 31/05/2017 Order on the registration of vehicles	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> No reference exist about reauthorisation procedure 	Compliant <i>The information was provided by the national authority during the interview</i>
Amendments to Directive 1999/37/EC (Art. 1(7))	Order N° 599, 31/05/2017 Order on the registration of vehicles	Checking foreign vehicles legal status: <ul style="list-style-type: none"> Same as Directive 	Compliant <i>The information was provided by the national authority during the interview</i>

DENMARK			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 2)	Order N° 599, 31/05/2017 Order on the registration of vehicles	<ul style="list-style-type: none"> The order N° 599, 31/05/2017 Order on the registration of vehicles entered into force the 1st July 2017 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Order N° 9334, 16/05/2018 Circular on cooperation between the Police and the Danish Road Safety and Transport Agency on the implementation of technical roadside inspections of commercial vehicles	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> For the types of vehicles referred to in points (a), (b) and (c) of Directive 2014/47/EU, the number of initial roadside inspections in each calendar year must correspond to at least 5 % of the total number of these vehicles registered in Denmark. The number of registered vehicles shall be calculated by the Danish Road Safety Agency on 1 January of the calendar year concerned. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Order N° 9334, 16/05/2018 Circular on cooperation between the Police and the Danish Road Safety and Transport Agency on the implementation of technical roadside inspections of commercial vehicles	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> Risk rating system shall be used to carry out more frequent controls, this include using information received by other Member States <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> More detailed inspection shall cover the items listed in coherence with Annex V of Directive 2014/47/EU (same list as Annex II) After a more detailed inspection a report in accordance with Annex V same Directive shall be draw up No reference exist about methods for roadside inspection 	Problematic issue <i>No reference on the method for vehicle inspection</i>
Inspection of cargo securing (Art. 13)		<p>Additional information:</p> <ul style="list-style-type: none"> No reference exist about inspection of cargo securing <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> No reference exists about training of personnel 	Problematic issue <i>No reference found about this measure</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> No reference exist about actions to be taken in case of major deficiencies 	Problematic issue <i>No reference found about this measure</i>

DENMARK			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)		Penalties to infringements of the Directive provisions: . No reference exist about penalties	Problematic issue <i>No reference found about this measure</i>

Note: In the Circular provided by the Danish Road Safety and Transport Agency and uploaded in the EUR-Lex website at the Directive 2014/47/EU directory, is specified that the Circular contains provisions implementing parts of Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC, OJ L 127, 2014, p. 134.

Estonia

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	<p>Regulation No 77 of 18 July 2011 (amended) 'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers'</p> <p>Regulation No 39 of 8 June 2011 (amended) 'Technical requirements, equipment and roadworthiness requirements for tractors, mobile machinery and their trailers'</p> <p>Conditions and procedure for the verification of conformity'</p>	<p>Frequency of test:</p> <ul style="list-style-type: none"> Vehicle category (<10 years old) M1, L3e, L4e, L5e, L7e, Le, O1: 4-2-2 Vehicle category(<10 years old) N1: 2-1-1 Vehicle category (<10 years old) M2, M3, N2, N3, O2, O3, O4: 1-1-1 Vehicle category (>10 years old) M2, M3: every 6 months Vehicle category T: 2-1-1 <p>Additional information</p> <ul style="list-style-type: none"> Special vehicles shall be tested once a year 	Compliant
Contents and methods of testing (Art. 6)	<p>Regulation No 77 of 18 July 2011 (amended) 'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers' (Annex 4)</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	<p>Regulation No 77 of 18 July 2011 (amended) 'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers'</p>	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Vehicles found with serious (major) deficiencies shall be submitted to a repeat test, whilst being allowed to reach the closest inspection centre After the review has been determined, the review may be limited to verifying that the deficiencies contained in the checklist are not complied with, provided that the vehicle is submitted to a re-inspection (roadworthiness test): <ul style="list-style-type: none"> before the end of the time limit for periodic inspection in force and within 30 days of the scheduled date of inspection; within 30 days of the completion of the periodic test if the vehicle did not hold a valid scheduled inspection; 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Testing centres (Art. 12)	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers'	Requirements: <ul style="list-style-type: none"> The inspection centre is the premises and territory with suitable equipment used by the company specified in Section 191 (1) of the Traffic Act, for the purpose of inspection of vehicles The inspection centre and the equipment thereof shall comply with the requirements set out in Annex 2 of the RT I, 22.07.2011 and the equipment, and their use, shall comply with the technical requirements set by the manufacturer. These concern a minimum space for inspection; the requirements for inspection lines, the characteristics of facilities installed etc. The instrument for measuring length used in the testing centre shall be calibrated, and the exhaust gas analyser must be calibrated 	Compliant
Inspectors (Art. 13)	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers' Regulation No 49 of 3 July 2014 'Requirements and procedures for roadworthiness certification for motor vehicles and their trailers'	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> The inspection body shall be an accredited body or body accredited or certified as competent for the purposes of the Metrology Act The inspection may be carried out by an inspector who complies with the requirements laid down in Section 74 of the Traffic Act and is the subject of a professional document with the company specified in Section 191 (1) of the Traffic Act. Practical skills and competences are equivalent to those laid down by Annex IV of Directive 2014/45 Inspectors shall be accredited by the Road Administration to assess they are competent and have completed the training or refresher training to cover the list of items to be checked during inspection. An examination certificate is also required. 	Compliant
Penalties (Art. 21)	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for	Rules on penalties: <ul style="list-style-type: none"> The penalty for a failure to meet the requirement specified in Section 72(2) or (4) of this Act by the owner 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	motor vehicles and their trailers'	<p>or authorised user of a power-driven vehicle is a fine of up to 100 fine units</p> <ul style="list-style-type: none"> § 425. Infringement of the traffic safety requirements and of the vehicle's operational requirements: (1) Penalties imposed by a person responsible for the administration of (railway, water, air or) road traffic (in respect of road safety related traffic requirements or) for failure to comply with the vehicle's operational requirements shall be penalised with a pecuniary penalty or up to one year imprisonment. (2) The same act, if it is attributable to negligence and involves: the death of a person; damage to the health of the person; or serious harm suffered, is punishable by a term of imprisonment of up to five years. <p>Control procedure</p> <p>Rules on penalties:</p> <ul style="list-style-type: none"> The penalty for a failure to meet the requirement specified in Section 72(2) or (4) of this Act by the owner or authorised user of a power-driven vehicle is a fine of up to 100 fine units § 425. Infringement of the traffic safety requirements and of the vehicle's operational requirements: (1) Penalties imposed by a person responsible for the administration of (railway, water, air or) road traffic (in respect of road safety related traffic requirements or) for failure to comply with the vehicle's operational requirements shall be penalised with a pecuniary penalty or up to one year imprisonment. (2) The same act, if it is attributable to negligence and involves: the death of a person; damage to the health of the person; or serious harm suffered, is punishable by a term of imprisonment of up to five years. 	
Transposition (Art. 23)	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for	<ul style="list-style-type: none"> RT I, 01.09.2017, 1 was adopted on 28 August 2017 and entered into force on 4 September 2017, however some section entered into force on 1 January 2018 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	motor vehicles and their trailers'		
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers' Traffic Act (amended)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers' Act amending the Traffic Act, the Motor Insurance Act, and the State Fees Act (Decision No 130, 22.6.2017)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Failures or defects detected in the vehicle inspection shall be recorded by the inspector on the control map. The check card shall be completed electronically in the traffic register. The inspector shall assess the severity of each malfunction or defect identified The vehicles database shall also keep a record of the motor vehicle and its trailer registered in Estonia which has been temporarily deleted or the entry of which has been suspended. Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> No reference found 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(7))	Contract No 17-00132/020 concerning the carrying out of roadworthiness tests for vehicles Traffic Act (amended)	Checking foreign vehicles legal status: <ul style="list-style-type: none"> For inspection purposes, the operator must use the Traffic Register Information System developed by the Public Road Administration, as elaborated by the Public Road Administration. Ensure that third parties have no access to these information systems. The competent authority of the European Union Member State that has been designated to exchange the vehicle's national registration data shall have the right to have access to the data relating to the vehicle and to the particulars of the owner, the user in question or the user of the vehicle. The purpose of access is to facilitate the handling of road safety related traffic offences and the cross-border exchange of information. The information are made available by electronic mean via the Traffic Control Information System (TCIS) The TCIS include also information on infringements 	Compliant
Transposition (Art. 2)	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers' Traffic Act (amended) Contract No 17-00132/020 concerning the carrying out of roadworthiness tests for vehicles	<ul style="list-style-type: none"> RT I, 01.07.2017 was adopted on 28 June 2017 and entered into force on 4 July 2017 Amendments to section 200 of the Traffic Act entered into force before 1 January 2018 Contract No 17-00132/020 was adopted on 28 June 2017 The Act amending the Traffic Act, the Motor Insurance Act, and the State Fees Act was adopted on 14 June 2017 and entered into force on 1 September 2017 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Regulation No 43 of 10 August 2017 (amended) 'Amendment to Regulation No 114 of the Minister for Economic Affairs and Communications of 15 December 2011 entitled 'Scope of and procedure for roadside roadworthiness checks	National number of initial technical roadside inspections: <ul style="list-style-type: none"> Every calendar year, roadside roadworthiness checks shall be performed on a number of vehicles representing at least 5 % of all busses, lorries with a laden weight of over 3 500 kg, and trailers with a laden weight of over 3 500 kg registered in Estonia 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	conducted by police officers"		
	The Motor Vehicles and Road Traffic (Amendment) Regulations of 2018 Regulation No 43 of 10 August 2017 (amended) 'Amendment to Regulation No 114 of the Minister for Economic Affairs and Communications of 15 December 2011 entitled 'Scope of and procedure for roadside roadworthiness checks conducted by police officers"	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Vehicles can be selected both randomly or where there is reason to believe that the vehicle may display a major or dangerous fault or deficiency of the type as referred in the Traffic Act. <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> When conducting checks on commercial vehicles, police officers shall check: the roadworthiness of the motor vehicle or its trailer, by means of a visual check; the last check certificate and the current roadworthiness check certificate or the roadworthiness check certificate issued during roadside checks conducted abroad; whether any faults or deficiencies discovered during previous checks have been remedied. Furthermore, the parts, devices, components and equipment of a motor vehicle and its trailer to be checked fall under the following areas: identification; braking equipment; control devices; visibility; lamps, reflectors, and electrical devices; running gear and suspension; chassis and parts thereof; other equipment; pollution; further components to be checked on Category M2 and M3 motor vehicles used to transport passengers. 	Compliant
Inspection of cargo securing (Art. 13)		<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> No reference found <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> No reference found 	Problematic issue <i>No reference found about this measure</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Regulation No 43 of 10 August 2017 'Amendment to Regulation No 114 of the Minister for Economic Affairs and Communications of 15	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> If checks reveal that a motor vehicle or its trailer has a fault or deficiency, the relevant certificate: vehicle and 	Compliant

ESTONIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)	December 2011 entitled 'Scope of and procedure for roadside roadworthiness checks conducted by police officers'	<ul style="list-style-type: none"> trailer roadworthiness certificate; certificate with the list of details to be checked could be suspended If checks reveal that a commercial vehicle has a dangerous fault or deficiency for which a driving ban applies the use of the vehicle is prohibited 	
	Regulation No 77 of 18 July 2011 (amended)'Conditions and procedure for roadworthiness tests for motor vehicles and their trailers'	<p>Penalties to infringements of the Directive provisions:</p> <p>Rules on penalties:</p> <ul style="list-style-type: none"> The penalty for a failure to meet the requirement specified in Section 72(2) or (4) of this Act by the owner or authorised user of a power-driven vehicle is a fine of up to 100 fine units § 425. Infringement of the traffic safety requirements and of the vehicle's operational requirements: <p>(1) Penalties imposed by a person responsible for the administration of (railway, water, air or) road traffic (in respect of road safety related traffic requirements or) for failure to comply with the vehicle's operational requirements shall be penalised with a pecuniary penalty or up to one year imprisonment.</p> <p>(2) The same act, if it is attributable to negligence and involves: the death of a person; damage to the health of the person; or serious harm suffered, is punishable by a term of imprisonment of up to five years.</p> 	Compliant

Finland

FINLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	1455/2019 Government Decree on checking the roadworthiness of vehicles (Section 3)	Frequency of test: <ul style="list-style-type: none"> Vehicle category M2, M3, N2, O3, O4: 1-1-1 Vehicle category M1, N1, L6e, L7e used for taxi service: 1-1-1 Vehicle category M1, M2 (not ambulance), N1, L1e: 4-2-2 Vehicle category L6e: 3-2-2 Vehicle category T1b, T2b, T3b: 4-2-2 Vehicle category O2: 2-2-2 Additional information: <ul style="list-style-type: none"> Ambulance: 1-1-1 Vehicle of historic interest (not to be used in traffic): 4-4-4 Vehicle not to be used in traffic 	Problematic issue <i>No reference found for vehicle category N3 and T5</i>
Contents and methods of testing (Art. 6)	1090/2002 Vehicle Act Annul the Decree of 15 May 2018 on the criteria for periodic roadworthiness tests for vehicles (amendment to Vehicle Act)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	1455/2019 Government Decree on checking the roadworthiness of vehicles (Section 10)	Actions to be taken: <ul style="list-style-type: none"> If a vehicle is rejected during a periodic roadworthiness test without any prohibition on driving, the vehicle may be used on the road for a maximum period of two months from the date of refusal during the periodic roadworthiness test. 	Compliant
Testing centres (Art. 12)		Requirements: <ul style="list-style-type: none"> No reference exists about testing centres 	Problematic issue <i>Missing reference about this measure</i>
Inspectors (Art. 13)	Decree of the Ministry of Communications on the retransmission and other professional competence of vehicle inspection staff 6.3.2014/199 (section 18) 2014/957 Vehicle Inspection Act	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional requirements: <ul style="list-style-type: none"> Professional training is required for inspectors and competences are verified by exams. Training include general basis, special training for light and heavy duty vehicles. 	Compliant

FINLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>Continuing training is required at least once per year</p> <ul style="list-style-type: none"> The entry requirement for the light vehicle training includes mechanical or equivalent experience in the automotive sector. The enrolment requirement for periodic inspection of heavy-duty vehicles is 6 months of experience in periodic inspection and inspection of light duty vehicles. 	
Penalties (Art. 21)	<p>1889/39 Penal Code (Chapter 23)</p> <p>2002/1245 Government Decree on the supervision of the roadworthiness of vehicles operating on the road (Section 6)</p>	<p>Rules on penalties:</p> <ul style="list-style-type: none"> A road user who intentionally or negligently infringes the Road Traffic Act or the Vehicles Act in a way that is liable to compromise the safety of someone else shall be sentenced to a fine or to imprisonment for a maximum of six months to compromise the safety of another person <p>Control procedures</p> <ul style="list-style-type: none"> No reference exists to control procedures 	<p>Problematic issue</p> <p><i>Missing reference on control procedures</i></p>
Transposition (Art. 23)		<ul style="list-style-type: none"> Decree 1455/2019 entered into force on 14 May 2020 TRAFI/182560/03.04.03.00/2018 entered into force on 31 December 2018 Decree 6.3.2014/199 entered into force on 1 January 2019 Act 2014/957 entered into force 1 July 2014 Act 2017/473 amending Act 1090/2002 entered into force 20 May 2017 Act 1999/545 amending Act 1889/39 Penal Code, entered into force on 1 October 1999 Act 2015/541 amending Act 2002/1245 entered into force on 16 November 2015 	<p>Problematic issue</p> <p><i>Some months of delay in entry into force</i></p>
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	<p>1455/2019 Government Decree on checking the roadworthiness of vehicle 1116/2003</p> <p>Government Decree on the information held in the Vehicles Register</p>	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> According to the Vehicle Register Act (541/2003) the information stored in the vehicle register shall be made available through a 	Compliant

FINLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(4))	541/2003 Vehicle and Driver Register Act	technical interface or electronic form.	
	1455/2019 Government Decree on checking the roadworthiness of vehicle 1116/2003 Government Decree on the information held in the Vehicles Register 541/2003 Vehicle and Driver Register Act	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Data on defects in the vehicle and data on temporary driving bans applicable to the vehicle are recorded In the case of a periodic roadworthiness test, the testing centre shall record in the traffic register the information relating to the acceptance→ and rejection of the vehicle, the immobilisation of the vehicle, the immobilisation of the roadworthiness test and the suspension of the periodic roadworthiness tests The Police, Customs and Border Guard shall immediately notify the Finnish Transport and Communications Agency of serious defects→ and defects in a commercial vehicle registered or put into service in the Province of Åland or in an EEA State other→ than Finland. <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> No reference exist to the reauthorisation procedure 	Problematic issue <i>Missing reference on reauthorisation procedure</i>
Amendments to Directive 1999/37/EC (Art. 1(7))	541/2003 Vehicle and Driver Register Act -	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Data stored in the register are disclosed by means of a technical user connection or by other electronic means to Member State through the National Contact Point (Finnish Transport Safety Agency) 	Compliant
Transposition (Art. 2)		<p>Decree 1455/2019 entered into force on 14 May 2020</p> <ul style="list-style-type: none"> Decree 1116/2003 entered into force on 1 January 2004 Decree 541/2003 entered into force on 1 January 2004 	Problematic issue <i>Some months of delay in entry into force</i>

FINLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		National number of initial technical roadside inspections: <ul style="list-style-type: none"> No reference exists to the number of vehicles to be inspected 	Problematic issue <i>Missing reference about this measure</i>
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	1455/2019 Government Decree on checking the roadworthiness of vehicles	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> No reference exist on the way vehicles shall be selected Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Problematic issue <i>Missing reference on the way vehicles shall be selected</i>
Inspection of cargo securing (Art. 13)	1455/2019 Government Decree on checking the roadworthiness of vehicles	Cargo securing inspection: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists to the training requirements for inspectors 	Problematic issue <i>Missing reference on training requirements</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	1090/2002 Vehicle Act 1455/2019 Government Decree on checking the roadworthiness of vehicles	Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> Same as Directive 	Compliant
Penalties (Art. 25)	1455/2019 Government Decree on checking the roadworthiness of vehicles	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> It is only specified that If during a technical roadside inspection, or if it is found otherwise, the vehicle is not in conformity, if the vehicle is subject to a ban on use, or if the vehicle has been used in contravention of the provisions on registration or the temporary or temporary use of unregistered vehicles in traffic, a police, customs or border guard may prevent the use of the vehicle in traffic by removing the registration marks, the certificate of registration, the licence certificate, the transfer permit or by any other necessary means. 	Compliant

France

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	<p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes – Art. 4 (lastly modified and first mention of the Directive Arrêté du 02 mars 2017, Art. 5, Art. 6 – current)</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 3 (lastly modified and first mention of the Directive Arrêté du 24 avril 2017 Art. 4 – current)</p>	<p>Frequency of test</p> <ul style="list-style-type: none"> Vehicle categories M₁, N₁: 4-2-2 Vehicle categories M₁ (taxi, ambulance), M₂, M₃, N₂, N₃, O₃, O₄: 1-1-1 Public transportation vehicles ≥ 10 persons : 0,5-0,5-0,5 Collection vehicles: 5-5-5 N₁ vehicles have to undergo a complementary test 1 year after the periodic test to check on emissions. 	<p>Problematic issue</p> <p><i>No reference found for vehicle category T5</i></p>
Contents and methods of testing (Art. 6)	<p>Arrêté du 18 juin 1991 – Art. 5 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 8 – current) + Annexe I (first modification to comply with Directive Arrêté du 2 mars 2017 art. 27 ; current modification checked for the fiche Arrêté du 20 décembre 2018 Art. 2)</p> <p>Arrêté du 27 juillet 2004 – Art. 5 (last modification and first mention of the Directive Arrêté du 24 avril 2017 Art. 5) + Annexe I (first modification to comply with the Directive Arrêté du 21 février 2018 Art. 2 ; current modification checked for the fiche Arrêté du 25 juillet 2018 Art. 4)</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> The scope of testing goes deeper on some points, especially concerning the identification of the vehicle Supplementary control for the Transportation of Dangerous Goods (Arrêté du 27 juillet 2004, Annex I, point 14) 	Compliant
Follow-up of deficiencies (Art. 9)	<p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes –</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Vehicles M₂, M₃, N₂, N₃, O₃, O₄: have only one month of delay in 	Compliant

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	<p>Art. 7 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 11 – current)</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 9 (lastly modified and first mention of the Directive Arrêté du 24 avril 2017 Art. 9 – current)</p>	case of failed test for major deficiencies	
Testing centres (Art. 12)	<p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes – Art. 14 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 20 – current) ; Art. 15 (lastly modified Arrêté du 15 janvier 2013 Art. 18 – current) ; Annexe III (first modification to comply with Directive Arrêté du 13 juillet 2018 Art. 8 – current) ; Annexe V (first modification to comply with the Directive Arrêté du 2 mars 2017 Art. 31 ; current modification checked for the fiche Arrêté du 13 juillet 2018 Art. 9)</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 21 (lastly modified Arrêté du 15 janvier 2013 Art. 10 – current) ; Art. 2 (lastly modified and first mention of the Directive Arrêté du 24 avril 2017 Art. 2 – current) ; Annexe III (first modification to comply with Directive Arrêté du 21 février 2018 Art. 3 – current) ; Annexe V (first modification to comply with the Directive Arrêté du 24 avril 2017 Art. 26 ; current modification checked for the fiche</p>	<p>Requirements:</p> <ul style="list-style-type: none"> Testing centres are to be equipped material required to perform the tests adapted to the vehicle category. The norms to be followed are given by the Central Technical Organism. The personal and manager of the centre should have the required competences and accreditation to run the testing centre. 	Compliant

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)	Arrêté du 25 juillet 2018 Art. 7)		
	<p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes – Art. 12 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 12 – current) ; Art. 13 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 18 – current) ; Annexe IV (first modification to comply with the Directive Arrêté du 2 mars 2017 Art. 30 ; current modification checked for the fiche Arrêté du 13 juillet 2018 Art. 4)</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 15 (lastly modified and first mention of the Directive Arrêté du 25 avril 2017 Art. 14 – current) ; Annexe IV (first modification to comply with the Directive 21 février 2018 Art. 4 ; current modification checked for the fiche Arrêté du 25 juillet 2018 Art. 6)</p>	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> Inspectors have to make proof of a “Certificat de qualification professionnelle” or a title of professional Technic Inspecteur (Contrôleur technique). A training mixing theory and practice was developed especially for roadworthiness tests. This training is available for students who already followed the school training required and for those who already benefit from an initial training in that matter (see Annex II part A2 of the Arrêté) A candidate authorised by another MS must make proof of at least 3 years of practice within the last 10 years to be authorised as well as a sufficient understanding of language. Already qualified inspectors should undergo at least 20h of additional formation and approximately 25 controls done in a month (depending on the vehicle category) to keep their license. The formation and refreshing of knowledge are adapted for public transports vehicles and vehicles transporting dangerous goods (adapted formation and longer experience hours) 	Compliant
Penalties (Art. 21)	<p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes – Art. 7 (lastly modified and first mention of the Directive Arrêté du 2 mars 2017 Art. 11 – current)</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 9 (lastly</p>	<p>Rules on penalties:</p> <ul style="list-style-type: none"> The tests can identify the following deficiencies: light, heavy and dangerous Heavy deficiencies have to be remedied and retested within one to two months otherwise the registration will be suspended A dangerous deficiency will cause registration suspensions 	Compliant

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 23)	modified and first mention of the Directive Arrêté du 24 avril 2017 Art. 9 – current)		
	JORF n°0057 du 8 mars 2017 – Arrêté du 2 mars 2017 modifiant l'arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes JORF n° 0102 du 30 avril 2017 – Arrêté du 24 avril 2017 modifiant l'arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds	<ul style="list-style-type: none"> The last modifications to the articles were adopted and published the 24th April 2017 The articles entered in force in the month following publication The annexes however weren't all adopted and published the 20th of May 2017 Transposition <ul style="list-style-type: none"> Yes for the articles No for the annexes 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Code de la route Art. L330-1 Arrêté du 10 février 2009 portant création d'un traitement automatisé de données à caractère personnel dénommé « système d'immatriculation des véhicules » ayant pour objet la gestion des pièces administratives du droit de circuler des véhicules. – Art. 2 (lastly modified Arrêté du 29 septembre 2017 Art. 1 – current)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> The data are kept centrally by an organism designed by the state into a matriculation System of Vehicles (Système d'Immatriculation des Véhicules) with access to the roadworthiness status and further technical informations. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Arrêté du 10 février 2009 portant création d'un traitement automatisé de données à caractère personnel dénommé « système d'immatriculation des véhicules » ayant pour objet la gestion des pièces administratives du droit de circuler des véhicules. – Art. 2 (lastly modified Arrêté du 29 septembre 2017 Art. 1 – current); Art. 4 (lastly modified Arrêté du 29 septembre 2017 Art. 1 – current) ; Art. 5 (lastly modified Arrêté du 9 août 2017 Art. 3 – current)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> As stated by Art. 2 and 4 of the Arrêté, the suspension of vehicles is recorded in the Système d'immatriculation des Véhicules (SIV). Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> The reauthorisation of a vehicle is then automatically recorded in the SIV, see Art. 4 of the Arrêté. The §3 of the Directive's Article is addressed by Art. 5(1) of the Arrêté. Additional information: <ul style="list-style-type: none"> The § 2. Isn't addressed by the Arrêté and wasn't found elsewhere. 	Problematic issue

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(7))		Checking foreign vehicles legal status: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue Missing reference about this measure
Transposition (Art. 2)	<p>Livre III, titre III, de la partie législative du code de la route ainsi que les articles R. 322-1, R. 322-2, R. 322-9 et 323-7 de ce code ;</p> <p>Arrêté du 18 juin 1991 relatif à la mise en place et à l'organisation du contrôle technique des véhicules dont le poids n'excède pas 3,5 tonnes ;</p> <p>Arrêté du 9 août 2002 relatif au contrôle technique routier des véhicules utilitaires ;</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds ;</p> <p>Arrêté du 9 février 2009 relatif aux modalités d'immatriculation des véhicules ;</p> <p>Arrêté du 10 février 2009 portant création d'un traitement automatisé de données à caractère personnel dénommé « système d'immatriculation des véhicules » ayant pour objet la gestion des pièces administratives du droit de circuler des véhicules.</p>	The French law had already adopted the provisions made by the Directive (see Note to the Commission, 14 th of September 2016, Paris)	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		National number of initial technical roadside inspections: <ul style="list-style-type: none"> Not any type of percentage could be found 	Problematic issue <i>Missing reference about this measure</i>
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Arrêté du 8 juin 2017 relatif au contrôle technique routier des véhicules lourds – Art. 5, Art. 6, Annexe	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> There is no mention done concerning a check of the securing of the vehicle's cargo. 	Compliant

FRANCE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<ul style="list-style-type: none"> Art. 10-3. is less detailed, see summary table in the Annex 	
	<p>Arrêté du 8 juin 2017 relatif au contrôle technique routier des véhicules lourds – Art. 6, Art. 7</p> <p>Arrêté du 27 juillet 2004 relatif au contrôle technique des véhicules lourds – Art. 9 (lastly modified and first mention of the Directive Arrêté du 24 avril 2017 Art. 9 – current)</p>	<p>Action to be taken</p> <ul style="list-style-type: none"> In case of major deficiency, the follow-up time frame is of one month In case of dangerous deficiency there is no follow-up time frame specified <p>Additional information:</p> <ul style="list-style-type: none"> If a critical deficiency is stated, the vehicle loses its control report, allowing it only to reach a workshop. No time framework is specified for the complete roadworthiness test to be done. 	Compliant
Inspection of cargo securing (Art. 13)		<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Nothing concerning cargo securing inspection could be found 	Problematic issue <i>Missing reference about this measure</i>
Penalties (Art. 25)	Arrêté du 8 juin 2017 relatif au contrôle technique routier des véhicules lourds – Art. 6	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> In case of major deficiency, the owner of the vehicle has 2 months to proceed to professional repair (1 month if the vehicle is matriculate in another State). <p>In case of critical deficiency, the vehicle is immobilised and the control report cancelled. For vehicles matriculate in another state, the vehicle is immobilised until complete repair of the assessed deficiencies.</p>	Compliant

Germany

GERMANY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Straßenverkehrs-Zulassungs-Ordnung (Road Traffic Licensing Regulations): STVZO (BGBl.2019 I S. 2015) §29 and Annex VIII	<p>Frequency of test:</p> <p>Roadworthiness tests are conducted in shorter intervals.</p> <ul style="list-style-type: none"> Motorcycles (L): every 24 months Personal vehicles (M1) with fewer than nine seats: 36 months after registration for the first and second owner. Subsequent testing: every 24 months. An exception are taxis and ambulances: every 12 months Trucks and heavy self-propelled equipment (N1-N3) for cargo transport: annually, unless they are of special build and limited to 40km/h and/or weigh less than 3.5t Busses and other larger vehicles with more than eight seats (M2/M3) for person transport: every 12 months Trailers and mobile caravans (O1-4): 36 months after first registration and then every 24/12 months depending on their size and/or speed if self-propelled <p>Additional information:</p> <ul style="list-style-type: none"> The regulation differentiates between main tests and safety tests. The latter is conducted every six months and less deep 	<p>Problematic issue</p> <p><i>Vehicle categories 03 and 04 with longer PTI intervals</i></p> <p><i>No reference found for vehicle category T5</i></p>
Contents and methods of testing (Art. 6)	STVZO (BGBl.2019 I S. 2015) §29 and Annex VIII	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> The main test goes deeper than the EU requirements: the individual fields are inspected in terms of "current status", "function" and "anomalies". The individual tests differentiate between basic and complementary testing (the latter is not required but can be applied ad-hoc). The tests must not disassemble any parts of the vehicle 	Compliant
Follow-up of deficiencies (Art. 9)	STVZO (BGBl.2019 I S. 2015) §29 and Annex VIII	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Major deficiencies have to be reported in control report. These 	Compliant

GERMANY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Testing centres (Art. 12)		major deficiencies have to be remedied immediately and no later than within one month. The vehicle will then be retested. If it fails the test, the vehicle cannot be certified for road use.	
	STVZO (BGBl.2019 I S. 2015) §29 and Annex VIIIb	Requirements: <ul style="list-style-type: none"> Relevant technical expertise and certifications thereof for staff (university/technical college degree) involved in security, emissions tests Relevant technical experience for all persons involved in the testing Legal and administrative requirements: appropriate business registrations, relevant insurance contracts for all persons involved in inspections/testing Infrastructure: requirements for sufficient equipment and space to conduct all types of tests. These requirements are validated by the certification authority. They may oversee and test the testing centres. 	Compliant
	STVZO (BGBl.2019 I S. 2015) §29 and Annex VIIIb	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Relevant technical expertise and certifications thereof for staff (university/technical college degree) involved in security, emissions tests At least three years of experience in the field The testing centre has to certify their staff to qualify for inspection work. Re-certification of inspectors every 36 months 	Compliant
Penalties (Art. 21)	STVZO (BGBl.2019 I S. 2015) §69a STVZO (BGBl.2019 I S. 2015) §29	Rules on penalties: <ul style="list-style-type: none"> Not remedying deficiencies or not subjecting the vehicle to the required tests are administrative offences. Persons not conforming to the legal requirements are fined small to moderate amounts Control procedures <ul style="list-style-type: none"> The roadworthiness certificates expire at the beginning of the indicated month The testing centres and inspectors are in charge of reporting any breaches in their testing report/minutes to the central registry 	Compliant

GERMANY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> The testing report has to be kept by the owner of the vehicle until at least the next test. Should the owner fail to do so, they will have to pay a replacement fee. 	
Transposition (Art. 23)	STVZO (BGBl.2019 I S. 2015)		Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Bundesgesetzblatt (Federal Law Gazette) BGBl 2017, I Nr 14, 522 Art. 1, §15b, 15e, §34 BGBl.2012, I S. 2232 (Nr. 50), §23	Electronic record of a), b), c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Records are kept centrally (Zentrales Fahrzeugregister) 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	BGBl 2017, I Nr 14, 522 Art. 1, § 14	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Vehicle data on suspended vehicles is kept electronically in the Zentrale Fahrzeugregister (central vehicle registration). 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	BGBl 2017, I Nr 14, 522	Checking foreign vehicles legal status <ul style="list-style-type: none"> The central registration system is electronic however, the registration checking process of non-German registered cars is not detailed. 	Problematic issue <i>Missing details on the method for checking foreign vehicle</i>
Transposition (Art. 2)	BGBl 2017, I Nr 14, 522	<ul style="list-style-type: none"> All articles came into force by latest 20 May 2018 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Bundesgesetzblatt (Federal Law Gazette) § 4 Frequency of inspections, BGBl 2018. I Nr 16 S. 544	National number of initial technical roadside inspections: <ul style="list-style-type: none"> The inspection of a representative proportion of registered vehicles is deemed sufficient. The percentage is decided together with relevant authorities in the state. The minimum percentage appears stable. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	§ 5 roadside inspections, BGBl 2018. I Nr 16 S. 544	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Selection of vehicle for inspection occurs with no bias regarding the nationality of the driver or the country of registration of the vehicle Visual selection according to the remote risk assessment (suspicion of environmental or traffic danger) of the inspector 	Compliant

GERMANY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> In most cases, unless accompanied with suspicion of danger, selection is random <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> More detailed inspection is to be conducted as quickly as possible in a mobile inspection unit or a dedicated roadside inspection body. These units/bodies have to inspect the brakes and braking ability, the steering and the suspension, as well as the environmental burden of the car 	
Inspection of cargo securing (Art. 13)	§ 5 roadside inspections, BGBl 2018. I Nr 16 S. 544	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Visual inspection of cargo according to 2014/47/EU 	Compliant
Follow-up in the case of major or dangerous deficiencies (Art. 14)	BGBl 2018. I Nr 16 S. 544, §7	<p>Action to be taken</p> <ul style="list-style-type: none"> Vehicles are assessed in their shortcomings according to 2014/47/EU Annex II Severe deficiencies allow only the temporary usage of the vehicle to allow for immediate remedy, as long as no immediate danger is caused to the environment, passengers or other road-users In case of severe deficiencies the control report can be transmitted to the registration authority for further decision on the registration of the vehicle. For vehicles registered in a Third-Country, the entry into the Federal Republic of Germany can be refused if severe deficiencies are found. Time frames are not indicated for remedy of deficiencies 	Compliant
Penalties (Art. 25)	§ Evaluation of deficiencies and follow-up measures, BGBl 2018. I Nr 16 S. 544	<p>Rulers on penalties:</p> <ul style="list-style-type: none"> If major deficiencies are found, vehicle registration can be temporarily suspended 	Compliant

Greece

GREECE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	J.M.D. ⁸³ . 49372/3352/2017 Date and frequency of testing (Art. 6)	Frequency of test: <ul style="list-style-type: none"> Vehicle categories M1, N1, T5: 4-2-2 Vehicle categories M1 (taxi or ambulance), M2, M3, N2, N3, O3, O4: 1-1-1 Additional information: <ul style="list-style-type: none"> Vehicle categories L3e, L4e, L5e, L7e (>125 cm³): 4-2-2 All vehicle categories (excl. T5 with V>40km/h) used for training: before start of training-1-1 All vehicle categories (excl. T5 with V>40km/h) sold by state agencies: before registration. 	Compliant
Contents and methods of testing (Art. 6)	J.M.D. 49372/3352/2017 Contents and methods of testing (Art. 7)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Annex I of J.M.D. 49372/3352/2017 was replaced with the J.M.D. 64744/677/19/2020 Vehicle categories L3e, L4e, L5e, L7e (>125 cm³): M.D.⁸⁴. 23/24327/2887/2009 	Compliant
Follow-up of deficiencies (Art. 9)	J.M.D. 49372/3352/2017 Monitoring of deficiencies (Art. 10)	Actions to be taken: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> In case of major deficiencies, an M.D. defines the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, but it cannot exceed two months following the initial test. 	Compliant
Testing centres (Art. 12)	J.M.D. 49372/3352/2017 Testing centres (Art. 13)	Additional information: <ul style="list-style-type: none"> Private testing centres defined according to L.2963/2001 and 3919/2011. State owned testing centres defined according to L.3852/2010 and respective Presidential Decrees per Regional Authority 	Compliant

⁸³ Joint Ministerial Decision

⁸⁴ Ministerial Decision

GREECE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13) Penalties (Art. 21) Transposition (Art. 23)		<ul style="list-style-type: none"> Private and state owned testing centres are mandatorily ISO9001 certified. 	
	J.M.D. 49372/3352/2017 Inspectors (Art. 14)	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Competence certificates are issued according to M.D. 7737/939/13. 	Compliant
	J.M.D. 49372/3352/2017 Penalties (Art. 17)	Rules on penalties: <ul style="list-style-type: none"> <i>Rules on penalties: Road Traffic Code (L⁸⁵. 2696/1999), Penal Code (P.D⁸⁶. 283/1985) and M.D. 3326/212/2015.</i> Control procedures: <ul style="list-style-type: none"> <i>M.D. 3326/212/2015 defines the penalties for private and state owned testing centres depending on different violations, the control entities and the procedures of imposing penalties and collection of fines</i> 	Compliant
	J.M.D. 49372/3352/2017 Repealed provisions – Entry into force (Art. 19)	<ul style="list-style-type: none"> Entry into force is 20 May 2017 except Art. 17 (Penalties) which entered into force at the date of publication in Government Gazette May 20 2018 is the date that the former JMD 37566/5116/10/2012 and any relevant contradicting legislative provisions are repealed 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	J.M.D. 37152/2620/2017 (Amendments to J.M.D. A-33824/2683/2004), Art. 4	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Technical vehicle data disposal and limitations to avoid misuse: <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	J.M.D.37152/2620/2017, Art. 5	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> Same as Directive 	Compliant

⁸⁵ Law

⁸⁶ Presidential Decree

GREECE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(7))	J.M.D.37152/2620/2017, Art. 7	Checking foreign vehicles legal status and use of an electronic network: <ul style="list-style-type: none"> Same as Directive 	Compliant
Transposition (Art. 2)	J.M.D.37152/2620/2017, Art. 9	<ul style="list-style-type: none"> Entry into force is set on 20 May 2018. The J.M.D is dated 23 May 2017 and the date of publication in Government Gazette is 26 May 2017 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	J.M.D.39804/2812/2017 Percentage of vehicles to be inspected (Art. 5)	National number of initial technical roadside inspections: <ul style="list-style-type: none"> Same as Directive (5 % of total registered vehicles) 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	J.M.D.39804/2812/2017 Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive Annex II (Scope of technical roadside inspection) was amended by J.M.D. 64745/676/2019 	Compliant
Inspection of cargo securing (Art. 13)	J.M.D.39804/2812/2017 Inspection of cargo securing (Art. 13)	Inspection of cargo securing <ul style="list-style-type: none"> Same as Directive Applied standards are to be specifically defined by another M.D. (utilising the standards laid down in point 5 of Section I of Annex III of the J.M.D. and the Directive) Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up in the case of major or dangerous deficiencies (Art. 14)	J.M.D.39804/2812/2017 Follow-up in the case of major or dangerous deficiencies (Art. 14)	Provision of rectification in case of deficiency <ul style="list-style-type: none"> Same as Directive Inspector's decision to subject vehicle to a full roadworthiness test <ul style="list-style-type: none"> Same as Directive Specified time limit in case of domestic registration: Set at 7 days Case of deficiencies which require prompt or immediate rectification <ul style="list-style-type: none"> Same as Directive Specified timespan under which the vehicle may be used before the deficiencies are rectified: Set at 30 days 	Compliant

GREECE			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)	J.M.D.39804/2812/2017 Penalties (Art. 21)	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> To be specifically defined by another J.M.D. 	Problematic issue <i>Type of penalties applied are missing</i>

Hungary

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	<p>2/2018. (II. 5.) Ministerial Decree of HU National Development Minister</p> <p>66/2009 (XI.27) Ministerial Decree of the Minister of Transport, Telecommunication and Architecture, amending</p> <p>5/1990 (IV.12) Ministerial Decree of the Minister of Transport, Telecommunication and Architecture</p>	<p>Frequency of test: (same as Directive):</p> <p>The frequency of testing is regulated for the following vehicle categories: M1, M2, M3, N1, N2, N3, O3, O4, L3e, L4e, L5e, L7e, T5;</p> <p>For vehicles of category M for the carriage of persons: Frequency of 1 year:</p> <ul style="list-style-type: none"> for autobuses of M2 and M3, motor vehicles of M1 below 3500 kg not included in b), personal taxis and ambulance cars, vehicles of public personal transport vehicles using distinguishing signals; <p>For all other vehicles of categories: M1, N1, N2, N3, O3, O4, L3e, L4e, L5e, L7e, T5;</p> <ul style="list-style-type: none"> within 4 years following the date of first registration: 2 years, over 4 years after first date of registration: 2-1-1 Oldtimers of museal character: 5 years <p>Additional information:</p> <ul style="list-style-type: none"> when defining the frequency of periodic testing, difference is made between <ul style="list-style-type: none"> a) <i>new vehicles: periodic testing shall be within 4 years after first registration date and</i> b) <i>used vehicles: periodic testing must be within 3 calendar years in case of a first registration of within 3 years, or 2 calendar years, in case of a first registration over 3 years.</i> Diplomatic vehicles and vehicles of foreign armed forces in Hungary can be tested upon confirmation of the issuing/sending country, applying the same standards as for HU-registered vehicles. 	<p>Problematic issue</p> <p><i>Vehicle categories N2, N3, O3 and O4 with longer PTI intervals</i></p> <p><i>No reference found for vehicle category T5</i></p>
Contents and methods of testing (Art. 6)	<p>Addendum N° 1) to 2/2018. (II. 5.) Ministerial Decree</p> <p>Contents and methods of testing (Art. 6)</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive: 1§ (h) "technical inspection test": test according to 2014/45/EU Directive and Point 9 of Art. 3 of 	Compliant

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up of deficiencies (Art. 9)		<p>Council Decree (The Addendum specifically refers to the EU Directive)</p> <p>Additional information:</p> <ul style="list-style-type: none"> Tests can be implemented, in justified cases, in mobile testing centres. 	
	<p><i>Addendum N°1 of 2/2018. (II. 5.) Ministerial Decree of HU National Development Minister</i></p> <p>and Addendum N° 5. To 5/1990. (IV. 12.) Ministerial Decree</p> <p>Outcome of the reviews and circulation authorisation (Art. 9)</p>	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Same as Directive (within 2 month) <p>Additional information:</p> <ul style="list-style-type: none"> <i>(16) The Traffic Authority may order – even without traffic control –, the technical testing of the vehicle in case there is substantial suspect that the vehicle demonstrates serious or dangerous deficiencies</i> 	Compliant
	<p><i>Addendum N°1 of 2/2018. (II. 5.) Ministerial Decree of HU National Development Minister</i></p> <p>and Addendum N° 5. To 5/1990. (IV. 12.) Ministerial Decree</p> <p>Testing centres (Art. 12)</p>	<p>Requirements:</p> <ul style="list-style-type: none"> Derogation from national regulation: in cases where confirmed testing centres and their technical equipment do not meet the requirements set out in point 1) of the Addendum, they have a tolerance period until 22 May 2022 to fulfil them. The testing centre can employ for the regular tests only inspectors who are officially registered by the Traffic Authority. 	Compliant
Inspectors (Art. 13)	<p><i>2/2018. (II. 5.) Ministerial Decree of HU National Development Minister;</i></p> <p>66/2009 (XI.27) Ministerial Decree of the Minister of Transport, Telecommunication and Architecture</p> <p>Annex N°3. to 71/2013. (XII. 2.) Ministerial Decree of the National Development Minister</p> <p>Inspectors (Art. 13)</p>	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> As for the <u>conflict of interest</u>: (based on (34) of Preamble) <i>(1a) During the technical testing the inspector has to ensure that he is free of conflict of interest: – inspectors cannot participate in the inspection of vehicles owned or operated by himself or by any of his family members, or in which repair he took part – his payment cannot be linked to the outcome of the testing and the number of tested vehicles.</i> <i>(1b) The constant electronic access to all relevant data necessary for the activity of the inspector has to be ensured.</i> As for the <u>training of inspectors</u>: Apart from the mandatory 	Compliant

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>technical training for becoming a technical inspector, inspectors have to participate every two years in specific technical courses and have to pass the related obligatory exam, in order to renew their authorisation to work. Inspectors have to participate in IT courses and pass also related exams to prove their computer skills.</p>	
Penalties (Art. 21)	<p>Criminal Code</p> <p>Law II/2012 on proceedings of offences and register of offences</p> <p>63/2010 (IV.2) Government Decree on Traffic Fines</p> <p>Penalties (Art. 15)</p>	<p>Rules on penalties:</p> <ul style="list-style-type: none"> · In the event of non-compliance with the provisions of the Decree shall apply to the penalties: · <u>Criminal Code</u> paragraphs foresee confinement in case of breaching the provisions of the Law on Traffic (also due to technical non-compliance): · § 234 on endangering road traffic · § 235 causing traffic accidents or deaths · Law II/2012 on proceedings of traffic offences and register of offences details penalties · <u>63/2012 (IV.2) Government Decree</u> foresees significant financial penalties in case the roadworthiness certificate is overdue (from 3 months to over 1 year: ranging from HUF 20.000 to 60.000) 	Compliant
Transposition (Art. 23)	<p><i>2/2018. (II. 5.) Ministerial Decree of HU National Development Minister</i></p> <p>Entry into force and transitional provisions (Art. 16)</p>	<ul style="list-style-type: none"> · Entry into force as of May 20, 2018 <p>Additional deadlines:</p> <ul style="list-style-type: none"> · Derogation: in cases where confirmed testing centres and their technical equipment do not meet the requirements set out in point 1) of the Addendum, they have a tolerance period until 22 May 2022 to fulfil them. · Additional derogation of §12: Inspectors having completed continuously only environmental tests until 1 April 2017, and employed at testing centres doing solely environmental tests, have an exemption to fulfil the requirements of becoming environmental inspector, being registered and having to pass the 	<p>Compliant</p> <p>Additional information: <i>derogation for testing centres (2022) and environmental inspectors (2021). Both dates within time limits in the Directive</i></p>

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		necessary basic and additional exams until 31 December 2021.	
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	CLXXXVI. Law of 2015 amending Law I. on Public Road Traffic	Electronic record of a) b) c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> The existence of obligatory vehicle insurance is listed as well, hence recorder electronically. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	326/2011. (XII. 28.) Government Decree on Public Road Traffic and on issuing documents related to public road traffic	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a suspended vehicle is linked to a positive roadworthiness test.	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	CIV. Law of 2016 amending Law LXXXIV of 1999 on Public Road Traffic Register (50/50\$)	Checking foreign vehicles legal status: <ul style="list-style-type: none"> Reference is made to foreign vehicles being imported to HU: before a vehicle registered abroad is announced to registration, the National Traffic Authority checks its origin and whether it is listed on SIS II, and on criminal listings. It is entitled to ask for information from the issuing country's authority before the vehicle is registered in HU. 	Compliant
Transposition (Art. 2)	CLXXXVI. Law of 2015 amending Law I. on Public Road Traffic; 326/2011. (XII. 28.) Government Decree on Public Road Traffic and on issuing documents related to public road traffic; CIV. Law of 2016 amending Law LXXXIV of 1999 on Public Road Traffic Register (50/50\$) (Art. 2)	<ul style="list-style-type: none"> Entry into force on 1 January 2017 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	2/2018 (II.5) Ministerial Decree of the Minister of National Development Annex 2., Part I. point 2.15., 379/2016. (XII. 2.), Government Decree, 137. § (1) b) (Art. 5)	National number of initial technical roadside inspections: <ul style="list-style-type: none"> 2.15. "In each calendar year, at least 5 % of the registered vehicles of the categories M2, M3, N2, N3, O3, O4 and T5, primary road technical inspection have to be implemented." 	Compliant

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	2/2018 (II.5) Ministerial Decree of the Minister of National Development Annex 2., Part I. points 3.1,3.2,3.3,3.4,3.5 (Art. 9-10)	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional requirements:</p> <ul style="list-style-type: none"> The Minister responsible for Transport, in agreement with the Traffic Control Authorities, decides by 30 November each year on the following year's annual plan of technical inspections on public roads and on base, to be established according to each control area and according to each control authority. The Control Plan has to be established in line with the outcome of technical inspections of previous years." <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	2/2018 (II.5) Ministerial Decree of the Minister of National Development Annex 2., Part I. points 6.1,6.2,6.3,6.4; and Part IV. 1.1,1.2 and Table 2 (Art. 13)	<p>Additional information:</p> <ul style="list-style-type: none"> Same as Directive <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> 6.4: "Personel involved in the inspection of cargo securing has to be respectively trained and skilled." 	Compliant
Follow-up in the case of major or dangerous deficiencies (Art. 14)	2/2018. (II. 5.) Ministerial Decree of the Minister of National Development Art. 7	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> Any major or dangerous deficiency revealed by an initial or more detailed inspection is to be rectified. Until it is not done, the vehicle cannot be used on public roads. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit, if there is substantial suspect of a major or dangerous deficiency. The roadworthiness test must be done within a time limit of minimum 20 days – maximum 30 days. If the vehicle is registered in another Member State, the Traffic Authority shall request the competent authority of that other Member State, to carry out a new roadworthiness test. 	Compliant

HUNGARY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> In the case of any deficiencies which require prompt or immediate rectification due to any direct and immediate risk to road safety, the Traffic Authority shall provide that the use of the vehicle in question is to be restricted or prohibited until those deficiencies have been rectified, possibly on the spot. If this cannot be done, the vehicle may be permitted to be used in order to enable it to reach one of the closest workshops where those deficiencies can be rectified. If the vehicle cannot be fixed in that way, it shall be transported by another vehicle being allowed to do so and its owner shall be informed in writing. The roadworthiness certificate can be suspended on the spot if the vehicle is in a state that its use would mean a direct threat to road safety and there is no possibility to rectify it on the spot. 	
Penalties (Art. 25)	Art. 25 of 156/2009. (VII. 29.) Government Decree, 9/A. § and Annex 14. [amended Gov't Decree 6., 8. § and Annex 3 (Art. 21)]	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> The infringements are listed in three categories: extremely severe, very severe, and severe infringements; Financial penalties depend on the category of infringements and range between HUF 30.000 to 800.000; In case of several infringements committed at the same time, an accumulated financial penalty can be tagged, up to HUF 2.200.000. 	Compliant

Ireland

IRELAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Statutory Instruments (S.I.) n.347 of 2013, amended by S.I. n.117 of 2018	Frequency of test: <ul style="list-style-type: none"> · M1: 1-1-1 · M2, M3, N1, N2, N3, O3, O4, Ambulances: 1-1-1 · Motor caravans with 2 or more axles: 4-2(up to 10years)-1 Additional information: <ul style="list-style-type: none"> · Where a Commercial vehicle roadworthiness (CVR) is submitted for a test on a date more than one year after a test due date, the next test due date shall be the earlier of the two: · the date falling 6 months after the testing date or · the next test due date 	Problematic issue <i>No reference found for vehicle category T5</i>
Contents and methods of testing (Art. 6)	S.I. n.415 of 2017	Areas covered by the test: <ul style="list-style-type: none"> · Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	S.I. n.415 of 2017	Actions to be taken: <ul style="list-style-type: none"> · Where in the course of a test or re-test, the issuing authority forms the opinion that a vehicle is the subject of a major deficiency or a dangerous deficiency, that deficiency shall be a reason for refusal of a test certificate.⁸⁷ · In carrying out a re-test on a vehicle, only those items that gave rise to the refusal shall be tested. · If a vehicle fails the National Car Test(NCT) due to the detection of a dangerous defect it constitutes an immediate risk to road safety 	Problematic issue <i>Missing reference to the time by which a new test shall be undergo</i>
Testing centres (Art. 12)	S.I. n.415 of 2017	Requirements: <ul style="list-style-type: none"> · Same as Directive 	Problematic issue <i>Information on minimum</i>

⁸⁷ Any defect or other items of non-compliance found when carrying out a test, shall be categorised into one of the following (S.I. n.415 of 2017 Art.7): minor deficiencies: those with no significant effect on the safety of the vehicle or impact on the environment or are otherwise minor; major deficiencies: those which may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or are otherwise regarded as more significant deficiencies than minor deficiencies; dangerous deficiencies: those constituting a direct and immediate risk to road safety or having an impact on the environment.

IRELAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)		<ul style="list-style-type: none"> The test centre shall be authorised by the Authority to carry out tests including pursuant to an agreement in accordance with section 5 of the Act of 2006. 	<i>requirements is missing</i>
	Road safety authority (Commercial vehicle roadworthiness) Act 2012 S.I. No. 414 of 2017	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Inspectors hold a recognised qualification according to the skill area (Light commercial vehicles, Heavy commercial vehicle or ADR and/or tractors). Inspectors are subject to training and must have technical competence and practical skills. Nevertheless, no reference has been found in the national transposition measures communicated by the MS on requirements. 	Problematic issue <i>Missing information on requirements</i>
Penalties (Art. 21)	Road Safety Authority (Commercial Vehicle Roadworthiness) Act 2012 S.I. No. 347 of 2013	<p>Rules on penalties:</p> <ul style="list-style-type: none"> A person who contravenes a provision on certificate of roadworthiness commits an offence and is liable on summary conviction to a class A fine.⁸⁸ The owner of a CVR vehicle that does not respect test due date, does not rectify discovered defects and does not maintain the vehicle roadworthy commits an offence and is liable on summary conviction to a class A fine or to imprisonment for a term not exceeding 6 months, or to both. <p>Control procedures</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue <i>Missing information on control procedures</i>
Transposition (Art. 23)	S.I. n.347 of 2013, amended by S.I. n.117 of 2018 S.I. n.107 of 2013, amended by S.I. n.414 of 2017 S.I. n.415 of 2017	<ul style="list-style-type: none"> The Statutory 117/2018 entered into force on 20 May 2018 The Statutory 414/2017 entered into force on 20 May 2018 The Statutory 415/2017 entered into force on 20 May 2018 	Compliant

⁸⁸ Fines Act 2010: Fine class A – maximum fine: €5,000; fine class B – maximum fine: €4,000; fine class c – maximum fine: €2,500; fine class D – maximum fine: €1,000; fine class E – maximum fine: €500

IRELAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Overview of Departmental Obligations and Actions under Directive 2014/46	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Overview of Departmental Obligations and Actions under Directive 2014/46	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> Where the dangerous defect is remedied and the test is deemed to be passed, a notification issues and the record updates accordingly without a new registration process being required. 	Problematic issue <i>Missing information on time limit to carry another test</i>
Amendments to Directive 1999/37/EC (Art. 1(7))		Checking foreign vehicles legal status: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue <i>Missing reference about this measure</i>
Transposition (Art. 2)	Overview of Departmental Obligations and Actions under Directive 2014/46	<ul style="list-style-type: none"> 'Transposing S.I. is not required in order to give effect to any Article, as all the obligations required by the Directive have been met by the State through existing legislation, procedures and processes' 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		National number of initial technical roadside inspections: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue <i>Missing reference about this measure</i>
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	S.I. n.161 of 2018	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Problematic issue <i>Missing information on vehicles selected for initial roadside inspection</i>
Inspection of cargo securing (Art. 13)		Additional information: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS Training of personnel involved in cargo securing checks:	Problematic issue <i>Missing reference about this measure</i>

IRELAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. >14)		<ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	
	S.I. n.161 of 2018	<p>Actions to be taken in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> When an inspector is of the idea that a vehicle is not roadworthy, he may detain, immobilise, remove and store the vehicle or make an arrangement with any other person for such immobilisation, removal and storage. A detained vehicle shall be released on the production of a vehicle release form and the applicant shall produce evidence that, since the vehicle was detained, any defects that resulted in the vehicle have been repaired and the vehicle has been tested. 	Problematic issue <i>Missing information on time limit to carry out a full roadworthiness test and to assessment of deficiencies.</i>
Penalties (Art. 25)	S.I. n.161 of 2018	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Where a vehicle has been detained, immobilised, removed and stored, the charges in respect of such detention, shall be as follows: EUR 125 for one day and EUR 35 in respect of each further day in the case of a vehicle with a design gross vehicle weight not exceeding 3,5t EUR 250 for one day and EUR 50 in respect of each further day in the case of a vehicle with a design gross vehicle weight exceeding 3,5t 	Problematic issue <i>Missing information on infringements to the provisions.</i>

Italy

ITALY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	D.M. 214/2017 Date and frequency of testing (Art. 5)	<p>Frequency of test:</p> <ul style="list-style-type: none"> Same as Directive: Vehicle categories M₁, N₁, T₅: 4-2-2 Vehicle categories M₁ (taxi or ambulance), M₂, M₃, N₂, N₃, O₃, O₄: 1-1-1 <p>Additional information:</p> <ul style="list-style-type: none"> Vehicle categories O₁, O₂, T1b, T2b, T3b, T4b: 4-2-2 Vehicle categories L: 4-2-2 Vehicle categories L – par.53, D. 285/1992: 1-1-1 Atypical vehicles, excluding vehicles of historical and collector's interest: 1-1-1 	Compliant
Contents and methods of testing (Art. 6)	D.M. 214/2017 Contents and methods of testing (Art. 6)	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Tests are conducted according to Decree of the President of the Republic 495/92: it gives information about the methods, the techniques and the equipment adopted for inspections. 	Compliant
Follow-up of deficiencies (Art. 9)	D.M. 214/2017 D.M. 11/12/2019 Outcome of the reviews and circulation authorisation (Art. 9)	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> In case of major deficiencies the vehicle can continue to run by way of derogation from the next PTI, up to one month from the date of registration of the control carried out. The requirement remains to the restoration of the required efficiency and the application of the statutory penalties for any defect found, inefficiency or lack of the required devices. D.M. 11 dec. 2019 amended art. 9 of D.M. 214/2017: 'in order to ensure compliance with periodic inspections and in particular operational situations, in consideration of the fact that users 	Compliant

ITALY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Testing centres (Art. 12)		can turn to any of the private control centres on the national territory, the advantage referred to in the first paragraph can be limited to vehicles of exclusive ministerial competence.'	
	D.M. 214/2017 Testing centres (Art. 12)	Additional information: <ul style="list-style-type: none"> Private testing centres are authorised under par.80 of D.L. 285/1992 and related articles 238, 239, 240, and art. 241 of the D.P.R. 495/1992: It regulates check procedures of testing centres. E.g. periodical inspections are performed by the competent authority, to verify their compliance with the prescribed requirements, vehicle inspection procedures, and inspectors competence and training requirements. It broadens to national provisions, e.g. financial requirements, physical constraints of facilities and equipment. 	Compliant
Inspectors (Art. 13)	D.M. 214/2017 Inspectors (Art. 13)	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive 	Compliant
Penalties (Art. 21)	D.M. 214/2017 Penalties (Art. 15)	Rules on penalties: <ul style="list-style-type: none"> In the event of non-compliance with the provisions of the Decree shall apply to the penalties provided for Articles 79 and 80 of D.L. 285/1992: Altered vehicles, modified in their prescribed and functional characteristics, are applied variable penalties. Vehicles that has not been inspected are subjected to penalties, whose value is increased with the number of omitted tests. Penalties range is around 200 to 12000 EUR. 	Compliant
Transposition (Art. 23)	D.M. 214/2017 Entry into force and transitional provisions (Art. 16)	<ul style="list-style-type: none"> Decree entered into force on 20 May 2018. Additional deadlines: <ul style="list-style-type: none"> Testing facilities and equipment used for revision, inconsistent with par. 11, as well as requirements in Annex I, may be used until the issue of new provisions to the competent 	Compliant Additional information: <i>derogation for testing centres (2023) within time limits in the Directive</i>

ITALY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		authority, to be adopted by 20 May 2023	
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	D.M. 12-05-2017 Amendments to the decree of the Minister of Transport and navigation 14 February 2000 (Art. 1(1b))	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> In order to avoid misuses, the General Directorate for Motor Vehicles (Ministry of Infrastructure and Transport) may limit the use and the dissemination of such data 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	D.M. 12-05-2017 Amendments to the decree of the Minister of Transport and navigation 14 February 2000 (Art. 1(1c))	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> No reference found on this Additional information: <ul style="list-style-type: none"> No reference found on this 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))		Checking foreign vehicles legal status: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue <i>No reference found about this measure</i>
Transposition (Art. 2)	D.M. 12-05-2017 Transposition (Art. 2)	<ul style="list-style-type: none"> the Decree entered into force on 20 May 2018. 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	D.M. 215/2017 Percentage of vehicles to be inspected (Art. 5)	National number of initial technical roadside inspections: <ul style="list-style-type: none"> Not fixed. The minimum suggested is equal to the same of Directive (5 % of total registered vehicles). The competent authority shall carry out an appropriate number, proportionate to the total number of registered vehicles in its territory 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	D.M. 215/2017 Inspection procedures, contents and methods (Art. 9-10)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	D.M. 215/2017 Inspection of cargo securing (Art. 13)	Cargo securing inspection: <ul style="list-style-type: none"> Same as Directive 	Problematic issue <i>No reference found about</i>

ITALY			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	<i>training of personnel</i>
	D.M. 215/2017 Follow-up in the case of major or dangerous deficiencies (Art. 14)	Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> Same as Directive 	Compliant
	D.M. 215/2017 Penalties (Art. 21)	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Apply the penalties in Art. 79 of D.L. 285/92: altered vehicles, modified in their prescribed and functional characteristics, are applied variable penalties. Penalties range is around 100 to 12000 EUR. 	Compliant

Latvia

LATVIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Law of 1 October 1997 and following amendments (Art. 16)	Frequency of test: <ul style="list-style-type: none"> Same as Directive: vehicle categories M₁ (ambulance), N₂, N₃, O₃, O₄ Additional information: <ul style="list-style-type: none"> Vehicle category M₁: 2-2-1 Vehicle category M₁ (taxi), M₂, M₃: 1-1-6 months Vehicle categories N₁: 1-1-1 	Problematic issue <i>No reference found for vehicle category T5</i>
Contents and methods of testing (Art. 6)	Regulation 295 of 30 May 2017 (Art. 10 and Annex 1)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Regulation 295 of 30 May 2017 (Art. 13-15)	Actions to be taken: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> In case of failure of the roadworthiness test, the vehicle may still be granted a circulation permit (i.e. in case it receives 'rating 2').⁸⁹ The latter has generally the validity of 30 days, which can be extended to 40 days max. After that, the vehicle must be presented for re-inspection. 	Compliant
Testing centres (Art. 12)	Regulation 295 of 30 May 2017 (Art. 2 and Annex 2)	Additional information: <ul style="list-style-type: none"> It details minimum requirements for testing centres in terms of facilities (e.g. access and exit roads, control lines, storage rooms, facilities for visitors etc.) and technical equipment for the performance of roadworthiness tests. Testing centres may have two types of control lines, i.e. Type 1 for vehicles up to 3.5 t of mass and Type 2 for all other vehicles. Control 	Compliant

⁸⁹ In accordance with national legislation, the outcome of the roadworthiness test is subject to three different ratings as follows (art. 10 Regulation 295 of 30 May 2017): Rating 1: *minor deficiencies or damage that do not significantly affect the safety or environmental impact of the vehicle and other minor non-conformities*; Rating 2: *significant deficiency or damage that may affect the safety of the vehicle, worsen the environmental impact or endanger other road users, or other significant non-conformities*; Rating 3: *a dangerous defect or damage which directly and immediately endangers road safety or affects the environment and which results in the use of the vehicle on public roads being prohibited*.

LATVIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)		lines must meet specific dimension requirements in terms of width/length/height of the actual line and width/height of the gate.	
	Regulation 295 of 30 May 2017 (Art. 3 and Annex 1 and 3)	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> Inspectors are public officials in accordance with national rules for the prevention of conflict of interests. National law sets out different qualifications for inspectors throughout their career depending on knowledge acquired and duties entrusted to them. 	Compliant
Penalties (Art. 21)	Law of 1 October 1997 and following amendments (Art. 51) and Latvian Code of Administrative Violations (Sections 21, 33 and 34 and Chapter 10a)	Rules on penalties: <ul style="list-style-type: none"> Law of 1 October 1997 (Road Traffic Law) sets out specific penalties for violations of obligations related to vehicle registration and roadworthiness test. These may involve a warning or a financial penalty of 2 fine units. The national code of administrative offenses contains a specific Chapter and other Sections relevant to violations of road traffic regulations. These cover, amongst the others, the failure by the driver to exhibit valid documents proving that the vehicle has regularly passed a roadworthiness test or a roadside control, in case there is no sticker on the same vehicle proving it. Sanctions may entail a warning or a financial penalty of approximately EUR 3. 	Compliant
Transposition (Art. 23)	Regulation 295 of 30 May 2017 (Art. 97-98)	<ul style="list-style-type: none"> Minimum requirements for testing centres introduced by national law will only be applicable as of 1 January 2023 in line with transitional arrangement laid down in art. 22 (1) of the directive. 	Compliant Additional information: <i>derogation for testing centres (2023) within time limits in the Directive</i>
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Regulation 295 of 30 May 2017 (Art. 4) and Regulation 1080 of 30 November 2010 (Art. 5 and Annex 1)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive However, some data required to the effect of vehicle registration (i.e. exhaust emissions of CO₂ (g/km)) 	Problematic issue <i>Incomplete information with regard to data</i>

LATVIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>and environmental category of EC-type approval) pursuant to Directive 1999/37 as amended by Directive 2014/46 do not seem to be subject to recording</p> <p>Additional information:</p> <ul style="list-style-type: none"> Data regarding roadworthiness tests are stored for 36 months in the State Vehicle and Drivers Register. 	<i>subject to recording</i>
Amendments to Directive 1999/37/EC (Art. 1(4))	Regulation 295 of 30 May 2017 (Art. 26) and Regulation 583 of 13 October 2015 (Art. 3)	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Same as Directive <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Regulation 295 of 30 May 2017 (Art. 6)	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> For vehicles of categories M, N and O, national law allows competent authorities to check via the electronic vehicle information platform of the European Commission details of registration and roadworthiness test of a vehicle with prior registration in a EU MS or EEA country. 	Compliant
Transposition (Art. 2)	Regulation 295 of 30 May 2017 (Art. 98)	<ul style="list-style-type: none"> Regulation 295 was adopted on 30 May 2017 and entered into force on the 1st of March 2018 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Regulation 295 of 30 May 2017 (Art. 42)	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> Not fixed. The minimum suggested is equal to the same of Directive (5 % of total registered vehicles). 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Regulation 295 of 30 May 2017 (Art. 45)	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	Problematic issue
Inspection of cargo securing (Art. 13)	Regulation 295 of 30 May 2017	<p>Additional information:</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue

LATVIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up in the case of major or dangerous deficiencies (Art. 14)		<p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	
	Regulation 295 of 30 May 2017 (Art. 45, 52, 56 and 58)	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> Same as Directive However, no reference exists in the national transposition measures communicated by the MS in relation to the possibility to request the performance of a roadworthiness test by the competent authorities of another MS where the vehicle is registered. 	Problematic issue
Penalties (Art. 25)	Latvian Code of Administrative Violations (Sections 21, 33 and 34 and Chapter 10)	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> The national code of administrative offenses contains a specific Chapter and other Sections relevant to violations of road traffic regulations. These cover, amongst the others, the failure by the driver to exhibit valid documents proving that the vehicle has regularly passed a roadworthiness test or a roadside control, in case there is no sticker on the same vehicle proving it. Sanctions may entail a warning or a financial penalty of approximately EUR 3. 	Compliant

Lithuania

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Order n. 3-406 of 24 October 2008	<p>Frequency of test:</p> <ul style="list-style-type: none"> Vehicle category M1, O1, O2: 3-2-2 Vehicle category N1: 2-1-1 Vehicle categories N2 and N3: 1-1-1 Vehicle categories O3 and O4: 1-1-1 Vehicle category T5: 3-2-2 Vehicle categories L1, L1e, L2, L2e, L3, L3e, L4, L4e, L5, L5e, L6e and L7e: 3-2-2 Training vehicles (M1): 1 (up to 10y)-6m Buses and coaches: 1-6m-6m Medical vehicles: 1-6m-6m Taxis and passenger cars for business purposes: 1(up to 5y)-6m-6m Historical vehicles: 5-5-5 <p>Additional information</p> <ul style="list-style-type: none"> ATV: 2-1-1 ADR: 1-1-1 special purpose vehicles with special code SA: 2-1-1 If a compulsory visual inspection is carried within 30 calendar days before the expiry date of the mandatory inspection and the vehicle is found to be in good working order, the period of validity of the next mandatory check shall be extended of the same number of days. 	Compliant
Contents and methods of testing (Art. 6)	Order n.2B-290 of 29 July 2008 (Consolidated version as of 2018/05/20)	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> The list of mandatory roadworthiness testing equipment and devices to be used for the mandatory roadworthiness testing of the vehicle classes in question is set out in the Annex to the Requirements. 	Compliant

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Follow-up of deficiencies (Art. 9)	Order n.2B-290 of 29 July 2008 (Consolidated version as of 2018/05/20) Order n. 3-406 of 24 October 2008 (Consolidated version as of 2018/05/20)	Actions to be taken: <ul style="list-style-type: none"> Same as Directive Additional information: When a minor and a major deficiency or a serious deficiency is identified, the vehicle shall not be entitled to participate in the public highway.⁹⁰ The failed roadworthiness test shall imply to re-test within 1 month from the date of the presentation of the vehicle to the compulsory inspection, with a view to verifying whether the deficiencies identified in the roadworthiness test report have been rectified. The driver must also remedy any deficiencies that have occurred prior to the re-inspection. If such time limit is exceeded and if the deficiencies are not rectified, a new inspection shall be carried out. 	Compliant
Testing centres (Art. 12)	Act n. XIII-692 of 19 October 2017	Requirements: <ul style="list-style-type: none"> The testing centre must be accredited as a type A inspection body in accordance with the International Standard LST EN ISO/IEC 17020 'Conformity assessment – Requirements for the operation of various types of bodies performing inspection (ISO/IEC 17020). 	Compliant
Inspectors (Art. 13)	Order n.2B-408 of 10 September 2010 (Consolidated version as of 2018/05/20)	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> The theoretical knowledge of inspectors shall be checked by the competent authority, and practical skills in a room equipped with a technical base necessary for carrying out a compulsory roadworthiness test. An examination – testing the theoretical knowledge and the practical skills – shall take place at least once every 2 calendar years 	Compliant

⁹⁰ The deficiencies identified during a roadworthiness test shall be assessed according to the following evaluation criteria (Order n.2B-290 of 29 July 2008 (Consolidated version as of 2018/05/20)):

- minor deficiency: does not have a significant impact on the safety of the vehicle or the environment;
- serious deficiency: liable to affect the safety of the vehicle, which may affect the environment or pose a risk to other road users.
- hazard deficiency: presents a direct and imminent danger to road safety or has an impact on the environment.

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 21)		<p>from the date of the right to carry out the mandatory technical inspections.</p> <ul style="list-style-type: none"> Rules and procedures for examination are listed in details within the Order. 	
	Law n. XII-1869 of 25 June 2015 (Consolidated version as of 2018-11-01)	<p>Rules on penalties:</p> <ul style="list-style-type: none"> Infringements to the regulations are punished with a fine. Carrying out a technical examination without complying with the requirements regulating the performance of the examination entails a fine for the inspectors of 70 up to 140 euros. In case of failure to carry out a compulsory or re-compulsory roadworthiness test for major deficiencies which precludes the use of the vehicle and failure to enter data of these deficiencies in the Centralised Inspection Database, inspectors may incur a fine from 150 up to 200 euros. Infringements of the requirements regulating the activities of undertakings performing roadworthiness tests or technical examinations may entail a fine of 150 up to 300 euros for the heads of internal quality control system. <p>Control procedures:</p> <p>No reference found in the national transposition measures communicated by the MS</p>	Problematic issue <i>missing reference to the applicable control procedures</i>
Transposition (Art. 23)	<p>Act n. XIII-692 of 19 October 2017</p> <p>Procedure for the recognition of roadworthiness tests for vehicles of 4 May 2018 n. 2BE-155</p> <p>Order n.2B-76 of 11 April 2014 (consolidated version as of 2018/05/20)</p> <p>Order n.2B-408 of 10 September 2010 (Consolidated version as of 2018/05/20)</p>	<ul style="list-style-type: none"> Act n. XIII-692 was published on 19 October 2017 and entered into force on 20 May 2018. Procedure 2BE-155 entered into force on 20 May 2018 The Law n. VIII-2043 was published on 27 October 2017 Recast of Order n.2B-408 was published on 20 May 2018 Recast of Order n.2B-76 was published on 20 May 2018 Recast of Order n. 3-406 was published on 20 May 2018 	Compliant

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	Order n. 3-406 of 24 October 2008 (Consolidated version as of 2018/05/20) Law n. VIII-2043 of 12 October 2000 (Consolidated version as of 2018-07-01) Order n.207 of 30 May 2002 (Consolidated version as of 2018/10/01)	<ul style="list-style-type: none"> Preamble amended of Order n.207 was published on 1 October 2018 	
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Regulation n.1286 of 28 November 2005 (Consolidated version as of 2015-07-01)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Order of 24 April 2014 n. 2B-81 (Consolidated version as of 2016-06-22)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> No reference found in the national transposition measures communicated by the MS 	Problematic issue
Amendments to Directive 1999/37/EC (Art. 1(7))	Order n. V-82 of 23 June 2015	Checking foreign vehicles legal status: <ul style="list-style-type: none"> Use of EUCARIS to check the documentation of the vehicle, and its assessment in the country of origin. The interaction with each specific registry and the country information system shall be detailed in the data reporting contracts. 	Compliant
Transposition (Art. 2)	Act n.XIII-692 of 19 October 2017	<ul style="list-style-type: none"> Act XIII-692 entered into force on 20 May 2018. 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Regulation n. 132 of 7 February 2018	National number of initial technical roadside inspections: <ul style="list-style-type: none"> Same as Directive (5 % of registered vehicles in the country for the vehicle categories referred to in the Directive) 	Compliant
Vehicles selected for initial technical roadside inspection, contents and	Order n.2B-132 of 6 April 2012 (Consolidated version as of 2018/11/15)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Vehicles with high-risk rating, based on data, from the Information System Vektra and the Economic Operators managed by 	Compliant

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
methods (Art. 9-10)		<p>the Lithuanian Transport Safety Administration, on infringements of the legal requirements laid down by the European Union and/or the Republic of Lithuania, governing road transport or related activities in the Republic of Lithuania and other MS.</p> <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	
Inspection of cargo securing (Art. 13)	Order n. 2BE-35 of 2 February 2018	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Same as Directive Requirements to cargo securing are listed specifically to the type of good transported (e.g. pallets, coils, cars, etc.). <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> Organisation, at least once a year, of the training of the officers of the Police Department on cargo securing and/or attaching it to vehicles of categories N and O. 	Problematic issue <i>missing reference to training procedures</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Law n.VIII-2043 of 12 October 2000 (Consolidated version as of 2018-07-01)	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> Same as Directive⁹¹ At the initial or more detailed roadside inspection, shall be prohibited from revoking temporarily vehicle registration documents until the identification of serious and/or dangerous deficiencies has been remedied. The identification of a dangerous deficiency in a vehicle registered in Lithuania shall invalidate the validity of the mandatory roadworthiness tests. In case of suspension, officers of the police or the Lithuanian Transport Safety Administration 	Compliant

⁹¹ The deficiencies identified during a roadworthiness test shall be assessed according to the following evaluation criteria (Order n.2B-290 of 29 July 2008 (Consolidated version as of 2018/05/20)):

- minor deficiency: does not have a significant impact on the safety of the vehicle or the environment;
- serious deficiency: liable to affect the safety of the vehicle, which may affect the environment or pose a risk to other road users.
- hazard deficiency: presents a direct and imminent danger to road safety or has an impact on the environment.

LITHUANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)		<p>may grant an authorisation for the vehicle to be reached at one of the nearest points of time for which the defects identified can be remedied, provided that the dangerous deficiencies can be rectified without creating a direct risk to the safety of the occupants or other road users in that vehicle to the place of such repair.</p> <p>Additional information:</p> <ul style="list-style-type: none"> In the case of a technical roadside inspection, multiple minor deficiencies of the vehicle in the cases identified by the Government or an authorised body shall be considered as serious deficiency. 	
	Law n. XIII-694 of 19 October 2017	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Infringements of road safety requirements on road traffic are punished by a fine Infringements of the requirements for cargo fixing (vehicle categories N2, N3, O3 and O4) are punished by a fine of EUR 60 up to 100 in the case of the driver, and of EUR 100 up to 300 in the case of those responsible for managing cargo transportation activities. 	Compliant

Luxembourg

LUXEMBOURG			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Law of 26 January 2016 amending Law of 14 February 1995 (Art. 3)	<p>Frequency of test:</p> <ul style="list-style-type: none"> Same as Directive for all categories of vehicle, except for M₁ and N₁ are subject to stricter PTI: 1-1-1 <p>Additional information:</p> <ul style="list-style-type: none"> Vehicles registered for special uses: 1-1-1 Historical vehicles put into circulation after 1st January 1950 : 4-2-2 Vehicles affected to civil protection and fire corps duties: 4-2-2 Vehicles other than those covered by the categories listed above: 4-2-1 	Compliant
Contents and methods of testing (Art. 6)	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 3-6)	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Vehicles presented in testing centres for inspection must be in a clean state and not be loaded over certain weight thresholds. Access to testing centres may be refused in case the vehicle is not properly insured against civil liability or board documents or other relevant documents requested by inspectors are not made readily available. 	Compliant
Follow-up of deficiencies (Art. 9)	Law of 26 January 2016 amending Law of 14 February 1995 (Art. 3)	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> In case of major deficiencies detected during a roadworthiness test the vehicle may circulate only to places where it is to be repaired, destroyed or not moved. Under these circumstances, it must be accompanied by a roadworthiness certificate with a 4-week validity within which the deficiencies detected must be rectified. 	Compliant
Testing centres (Art. 12)	Grand-Duchy Regulation of 26 January 2016 (Art. 1, 18, 21 and	<p>Additional information:</p> <ul style="list-style-type: none"> Testing centres are subject to ministerial approval following a 	Compliant

LUXEMBOURG			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspectors (Art. 13)	Annex I) and Law of 26 January 2016 amending Law of 14 February 1995 (Art. 5)	<p>favourable opinion of a dedicated government advisory body (commission de contrôle technique), must be certified against ISO CEI 17020 and must report every year to the competent ministry results of customers' satisfaction surveys which they are required to perform by law.</p> <ul style="list-style-type: none"> Minimum requirements are set for equipment, facilities and areas to be used for the activities performed by testing centres. Testing centres must also carry out periodical controls on equipment to make sure it is kept in a good state. Controls on testing centres can be performed by the competent ministry at any time in order to ascertain the observance of all applicable legal requirements and the conditions under which their approval was granted. 	
	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 7, 8, 10 and Annex III) and Law of 26 January 2016 amending Law of 14 February 1995 (Art. 6)	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Specific national diplomas are required to enrol in the basic training to be inspector in a testing centre. The competent ministry can though grant equivalence to other diplomas and qualifications. Completion of a basic training and passing of an exam are both required to be able to work as an inspector in a testing centre. Testing centres must keep records of basic and refreshing trainings attended by their staff. 	Compliant
	Penalties (Art. 21)	<p>Grand Duchy Regulation of 26 January 2016 amending Grand Duchy Regulation of 26 August 1993 (Art. 1)</p> <p>Rules on penalties:</p> <ul style="list-style-type: none"> The 2016 regulation modifies and adds new penalties to the national sanction regime for circulation of vehicles on public roads established by the 1993 regulation. Penalties are foreseen for a number of situations, including the use of a vehicle not accompanied by a valid roadworthiness certificate or that has been altered/modified without passing a roadworthiness test. 	Compliant

LUXEMBOURG			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 23)	Law of 26 January 2016 amending Law of 14 February 1995, Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008, Grand Duchy Regulation of 26 January 2016 amending Grand Duchy Regulation of 26 August 1993	<ul style="list-style-type: none"> Transitional measures: roadworthiness certificates issued before 1 February 2016 are deemed valid until the date herein set (art. 10 Law of 26 January 2016). 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Grand Duchy Regulation of 26 January 2016 (Art. 7 and Annex I) and Law of 26 January 2016 (Art. 3)	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> As of 20 May 2018, testing centres are required to submit electronically and on a daily basis all information appearing on roadworthiness certificates they issue to the competent ministry. Data are then kept for three years. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Law of 26 January 2016 (Art. 3)	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Same as Directive <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Grand Duchy Regulation of 26 January 2016 (Art. 13)	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> Same as Directive However, no reference to the use of an electronic network to exchange information is made in the transposition measure communicated by the MS. 	Compliant
Transposition (Art. 2)	Law of 26 January 2016 amending Law of 14 February 1995 and Grand Duchy Regulation of 26 January 2016	<ul style="list-style-type: none"> Regulations on electronic transmission of data entered into force on 20 May 2018 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 23)	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> Not fixed. The objective is that the number of national inspections should meet the minimum threshold set by the directive, while taking into account the need to 	Compliant

LUXEMBOURG			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		minimise costs and delays occasioned to drivers and businesses.	
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 14-15)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 15)	Additional information: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS. 	Problematic issue
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Grand-Duchy Regulation of 26 January 2016 amending Grand-Duchy Regulation of 12 August 2008 (Art. 15-17)	Actions to be taken in the case of major deficiencies: <ul style="list-style-type: none"> If a major a dangerous deficiency is detected during a roadside inspection, the vehicle is not allowed the drive anymore on public roads until it is repaired. Only after deficiencies are rectified, a new roadworthiness is issued.⁹² 	Problematic issue <i>Missing information on time limit to carry out a full roadworthiness test.</i>
Penalties (Art. 25)	Grand Duchy Regulation of 26 January 2016 amending Grand Duchy Regulation of 26 August 1993 (Art. 1)	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> The 2016 regulation modifies and adds new penalties to the national sanction regime for circulation of vehicles on public roads established by the 1993 regulation. Penalties are foreseen for a number of situations, including the refuse by the driver to subject to an initial roadside inspection or to make available board documents. 	Compliant

⁹² Information gathered from targeted consultation to national authority, desk-research Task2

Malta

MALTA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Frequency of test:</p> <ul style="list-style-type: none"> Vehicle categories M2, M3, N1, N2, N3, O3, O4, vehicles with a maximum permissible mass not exceeding 3.5t, vehicles with a maximum permissible mass exceeding 3.5t, taxis, chauffeur driven vehicles, ambulances, caravans: 1-1-1; Vehicle categories O1 and O2: 2-2-2; M1, including vehicles licensed for hire or leasing: 4-2-2 up to 160.000km and 1-1-1 thereafter; Vehicle categories L3e, L4e, L5e and L7e: 'Such frequency as the Minister responsible for transport may by notice in the Gazette establish' Vehicle category T5: 4-2-2 <p>Additional information:</p> <ul style="list-style-type: none"> A used vehicle imported from a third country shall undergo a roadworthiness test in accordance with these regulations prior to registration in Malta irrespective whether or not that vehicle is already covered by a valid roadworthiness certificate issued by that country or by any other MS. 	Compliant
Contents and methods of testing (Art. 6)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Actions to be taken:</p> <ul style="list-style-type: none"> In case of major deficiencies⁹³, the test shall be deemed to have been failed and the vehicle shall be allowed to be used on public roads for a period not exceeding 16 days, within which period the necessary 	Compliant

⁹³ Deficiencies that are found during vehicle roadworthiness tests shall be categorised in one of the following groups (L.N. 124 of 2017, Art. 18E): minor deficiencies: they have no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances; major deficiencies: they may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances; dangerous deficiencies: they constitute a direct and immediate risk to road safety or have an impact on the environment which justify that the Authority prohibits the use of the vehicle on public roads.

MALTA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>repairs to comply with the prescribed requirements may be effected and the vehicle submitted for a re-test;</p> <ul style="list-style-type: none"> if the vehicle is not submitted for the re-test within sixteen days, the license authorising the use of that vehicle in road traffic shall be suspended until such time as the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition; <p>Additional information</p> <ul style="list-style-type: none"> The appointment for the re-test shall be set prior to the vehicle owner leaving the station after the test, and, if the re-test is passed, a fee not exceeding fifty per cent of the full test fee shall be payable. 	
Testing centres (Art. 12)		<p>Requirements:</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue <i>Missing reference to this topic</i>
Inspectors (Art. 13)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Penalties (Art. 21)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Rules on penalties:</p> <ul style="list-style-type: none"> Infringements to the Directive are punished, according to the breaches committed by an operator or by a tester (inspector), with a certain number of penalty points (5 to 1000) A driver or a holder of the registration certificate that at a roadworthiness test fails to cooperate with the tester and any other authorised officials of the authority shall be liable to a fine up to EUR 500. The holder of the registration certificate of a vehicle which has been found to have an odometer that has been manipulated shall be liable to a fine up to EUR 200. <p>Control procedures</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue <i>Missing information on control procedures</i>

MALTA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 23)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<ul style="list-style-type: none"> The L.N. 124 of 2017 entered into force on 20 May 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Subsidiary Legislation n. 368.02, amended by L.N. 125 of 2017	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Subsidiary Legislation n. 368.02, amended by L.N. 125 of 2017	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Same as Directive <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> Suspension shall be recorded electronically in the register and shall be effective until the vehicle has passed a new roadworthiness test. On successful completion of the roadworthiness test, the Authority shall, without delay, remove the suspension and reauthorise the use of the vehicle on the road. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Subsidiary Legislation n. 368.02, amended by L.N. 125 of 2017	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> The Authority may disclose any particulars contained in the register available to the Police or local wardens or judicial authority or any other authority responsible for vehicle registration or for the enforcement of motor vehicles regulations in another Member State for any purpose connected with offences or contraventions of traffic and motor vehicle regulations, or to any person who can show to the satisfaction of the said Authority that he or she has reasonable cause for wanting the particulars to be made available to him or her. 	Compliant
Transposition (Art. 2)	Subsidiary Legislation n. 368.02, amended by L.N. 125 of 2017	<ul style="list-style-type: none"> No reference found on adoption and entry into force 	Problematic issue
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> Same as Directive (5 % of the total number of vehicles that are 	Compliant

MALTA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		registered in Malta, referring to the vehicle categories in the Directive).	
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Same as Directive Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	Additional information: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> Inspecting officers involved in cargo securing checks shall be appropriately trained for that purpose by the Authority or by a body accredited by the Authority. 	Compliant
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	Actions to be taken in the case of major or dangerous deficiencies: <ul style="list-style-type: none"> Same as Directive⁹⁴ 	Problematic issue <i>Missing information on time limit to carry out a full roadworthiness test.</i>

⁹⁴ Deficiencies that are found during technical roadside inspections of vehicles shall be categorised in one of the following groups (L.N. 124 of 2017, Art. 44): minor deficiencies: they have no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances; major deficiencies: they may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances; dangerous deficiencies: they constitute a direct and immediate risk to road safety or have an impact on the environment.

MALTA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 25)	Subsidiary Legislation n.65.15, amended by L.N. 124 of 2017	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> . An undertaking or a driver who fails to cooperate with the inspecting officers during a roadside inspection shall be liable to a fine of EUR 120 up to EUR 250 for a first conviction, and to a fine of EUR 250 up to EUR 1,200 for each subsequent conviction. . If the Roadworthiness certificate and/or the most recent technical roadside inspection report is not kept on board the vehicle, a fine shall be imposed of EUR 25(first breach), 50(second breach) or 100(third or more breaches) . If the vehicle is found to have major deficiencies, a fine shall be imposed of EUR 100(first breach), 200(second breach) or 400(third or more breaches) . If the vehicle is found to have dangerous deficiencies, a fine shall be imposed of EUR 300(first breach), 600(second breach) or 1200(third or more breaches) 	Compliant

Netherlands

NETHERLANDS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Vehicles Decree (BV)	Frequency of test: <ul style="list-style-type: none"> Vehicle categories M₁, N₁: 2-2-2 Vehicle categories M₁, used as taxis or ambulances, M₂, M₃, N₂, N₃, O₃, O₄: 1-1-1 Vehicle categories T₅: 1-1-1 Vehicle categories L3e, L4e, L5e and L7e with an unladen mass not exceeding 400 kg: exempted 	Compliant
Contents and methods of testing (Art. 6)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Road Traffic Act (WVW), The Vehicles regulation (RV)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant. The information has been provided by in-depth interview.
Follow-up of deficiencies (Art. 9)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Road Traffic Act (WVW), The Vehicles regulation (RV)	Actions to be taken: <ul style="list-style-type: none"> Requirements are set out in Chapter 5 of RV and Art. 71-75 WVW No information on the topic found in the legislation provided by the MS 	Problematic issue <i>Missing information about compliance with areas in Directive.</i>
Testing centres (Art. 12)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Road Traffic Act (WVW) Regulation on the recognition and authorisation to carry out inspections (RekAPK)	Requirements: <ul style="list-style-type: none"> Requirements about the construction, the equipment, the inspection room, the premises and the expertise of inspectors required for the inspection are laid down in detail. Equipment and space for inspections as well as the expertise of the persons available for the inspections are regulated. With regard to the equipment, the ministerial regulation may require approval by an inspection authority – appointed by the competent Minister – and an inspection by said authority or by an authorised inspector approved by the Ministry with the periodicity to be laid down in the regulation. Testing centres receive visible approval by the Road traffic 	Compliant

NETHERLANDS			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		department: a recognition to be applied on site.	
Inspectors (Art. 13)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Road Traffic Act (WVW) Regulation on the recognition and authorisation to carry out inspections at the APK (RekAPK)	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> The Road Transport Department may grant a person the authority to subject motor vehicles and trailers, with the exception of buses, to an inspection. Inspectors are designated in the granting of the authority to subject vehicles to an inspection, and may apply for a definite or indefinite period of time. They receive an examination certificate from the competent authority, after complying with the specific requirements according to the competence needed to carry out the work. In presence of irregularities the Road Transport Department may suspend authorisation to inspect vehicles for a maximum of twelve weeks. The Road Transport Department shall determine inspectors requirements to the examination, which shall be published in the Government Gazette. The examination shall be conducted in accordance with a regulation adopted by the VAM Foundation and approved by the Road Transport Department. <p>Additional information:</p> <ul style="list-style-type: none"> In order to verify the correct execution of the inspection, the Road Traffic Service shall subject at least three out of every hundred vehicles to a random reinspection. 	Problematic issue <i>Missing information about minimum competence and training requirements for inspectors</i>
Penalties (Art. 21)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058, Road Traffic Act (WVW) (Art. 176-177)	<p>Rules on penalties:</p> <ul style="list-style-type: none"> In case of alteration or influence of the counter state, shall apply to the penalties provided for in the WVW 1994, which briefs on the penalty (fine of the fourth category⁹⁵ or custodial sentence up to one year) correspondent to the infringement. 	Problematic issue <i>Missing information about control procedures</i>

⁹⁵ Maximum fine 2020 from the central government: Category I – maximum fine: € 435; category II – maximum fine: € 4.350; category III – maximum fine: € 8.700; category IV – maximum fine: € 21.750; category V – maximum fine: € 87.000; category VI – maximum fine: € 870.000 (Source: <https://www.rijksoverheid.nl/>)

NETHERLANDS

Directive/Article	National legal act(s)	Assessment outcome	General comments
	Road traffic department regulation (RtDW)	<ul style="list-style-type: none"> Other penalties in the Articles, referred to specific infringements of the Directive, shall be punished by imprisonment of variable time (up to six months) and/or a fine of third category. <p>Control procedures</p> <ul style="list-style-type: none"> No reference exists about control procedures of infringements 	
Transposition (Art. 23)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/117058 (Art. IV)	<ul style="list-style-type: none"> The Regulation was adopted the 12th of May 2017 and entered into force on 20 May 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Road Traffic Act 1994 as amended, Registration Numbers Regulation as amended	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> Same as Directive, except for vehicle emission data (CO₂ (in g/km), indication of the environmental category of EC type-approval) 	Problematic issue <i>Missing reference on the electronic record of vehicle emission data</i>
Amendments to Directive 1999/37/EC (Art. 1(4))	Registration Numbers Regulation as amended Road Traffic Act 1994 as amended Vehicles Decree as amended	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> If a vehicle is prevented from driving, in one of the cases referred to in Art. 38(3) of the Registration numbers regulation (e.g. the vehicle does not meet specific requirements, or it has been suspended by the authority), it shall be entered in the registration certificate. <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> No reference about reauthorisation procedure 	Problematic issue <i>Missing reference about reauthorisation procedures after being suspended</i>
Amendments to Directive 1999/37/EC (Art. 1(7))	Registration Numbers Regulation as amended Road Traffic Act 1994 as amended Vehicles Decree as amended	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> The national measure mentions that the checking of foreign vehicle legal status is carried out based on the EUCARIS Convention (Convention on a European Vehicle and Driving License Information System⁹⁶) 	Compliant
Transposition (Art. 2)	Transposition of Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014	<ul style="list-style-type: none"> Transposition act was published in the Government Gazette on the 6th of April 2017. No reference date about its entry into force. 	Problematic issue

⁹⁶ <https://joinup.ec.europa.eu/collection/egovernment/document/eucaris-european-car-and-driving-licence-information-system-eucaris-0>

NETHERLANDS

Directive/Article	National legal act(s)	Assessment outcome	General comments
	amending Council Directive 1999/37/EC on the registration documents for vehicles (PbEU 127, 2014)		
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		National number of initial technical roadside inspections: <ul style="list-style-type: none"> No reference exists in the measures notified by the MS about the percentage of initial inspections 	Problematic issue
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/116880 (PbEU 2014, L 127)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> The MS do not need national transposition in national legislation. Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> No reference found in the legislation provided by the MS 	Problematic issue
Inspection of cargo securing (Art. 13)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/116880 (PbEU 2014, L 127), Road Traffic Act (WVW), The Vehicles regulation (RV)	Cargo securing inspection: <ul style="list-style-type: none"> Same as Directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> No reference exists in the measures notified by the MS about the percentage of initial inspections 	Problematic issue <i>Missing information on training of personnel involved in cargo securing checks.</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-2017/116880 (PbEU 2014, L 127) Road Traffic Act (WVW), Vehicle Registration Regulations (KR)	Actions to be taken in the case of major or dangerous deficiencies: <ul style="list-style-type: none"> In the case of a general administrative order, it may be stipulated that, in cases to be determined by the Road Transport Department, a vehicle or a motor vehicle or a trailer placed shall not be allowed to be driven on the road. Those responsible for the investigation are listed in Art. 159 of WVW 1994. The prohibition to drive a vehicle on the road becomes operational from the time when it has been denounced by one of the persons in Article 159 of the Law. 	Problematic issue <i>Missing compliance with Directive deficiencies classification</i>
Penalties (Art. 25)	Regulation of the Minister for Infrastructure and the Environment of 11 May 2017, No IENM/BSK-	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Infringements to the provisions of this Act, as it is expressly classified as a criminal offence, shall be 	Compliant

NETHERLANDS

Directive/Article	National legal act(s)	Assessment outcome	General comments
	2017/116880 (PbEU 2014, L 127),	punishable by imprisonment of up to two months or a fine of the second category ⁹⁷	

⁹⁷ Maximum fine 2020 from the central government: Category I – maximum fine: € 435; category II – maximum fine: € 4.350; category III – maximum fine: € 8.700; category IV – maximum fine: € 21.750; category V – maximum fine: € 87.000; category VI – maximum fine: € 870.000 (Source: <https://www.rijksoverheid.nl/>)

Poland

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Chapter 3, Art. 81)	<p>Frequency of test:</p> <ul style="list-style-type: none"> Periodical roadworthiness tests shall be performed once a year, except for the following cases: Vehicle categories M1 (up to 3.5t and 4 seats, taxi and training vehicles non included), , L3e, L4e, L5e, L6e, L7e, O2: 3-2-1; Vehicle categories T,R, L1e, L2e: 3-2-2 Buses: 1y-6m-6m Light trailers and hystorical vehicles are not subject to periodical roadworthiness tests. Hystorical vehicles used for commercial road transport: 1-1-1 <p>Additional information:</p> <ul style="list-style-type: none"> A periodical roadworthiness test shall be performed for the first time prior to the initial registration of a vehicle in Poland. 	Compliant
Contents and methods of testing (Art. 6)	Regulation 776/2015 of 26 June 2012 (Annex I-Annex II)	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Detailed information on requirements assessment and guidelines for the effectiveness and uniformity of testing operations on the brakes, the exhaust system and measurement of the external sound level, as well as pollutants. 	Compliant
Follow-up of deficiencies (Art. 9)	Regulation 776/2015 of 26 June 2012 (Art. 6.1)	<p>Actions to be taken:</p> <ul style="list-style-type: none"> Where a vehicle having deficiencies, a qualified inspector shall record it in a vehicle roadworthiness certificate and sets out the technical examination as a negative.⁹⁸ 	Compliant

⁹⁸ In accordance with national legislation, the outcome of the roadworthiness test is subject to three different ratings as follows (Regulation 776/2015 of 26 June 2012 Art. 2.1(4): 1) minor deficiencies: technical defects which have no significant impact on road safety and environmental protection; 2) major deficiencies: technical defects that may have a significant impact on road traffic safety and environmental protection; 3) deficiencies that pose a threat: defects that pose a direct and immediate threat to road safety and environmental protection to an extent that makes it impossible to use the vehicle in road traffic, regardless of the circumstances.

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> In case of negative outcome of the technical examination, a qualified inspector lays down restrictions on the carriage of passengers, cargo, towing a trailer driving or during poor visibility. A qualified inspector shall also inform the holder of the vehicle to carry out another technical examination of the vehicle, within 14 days of the date of the previous examination, after having removed the failures. After testing the vehicle again, teams and qualified inspector, once it has been verified that all the deficiencies have been rectified, establish a further deadline for registration certificate of roadworthiness tests of vehicles. This time limit shall be calculated from the date of examination, which found such deficiencies. 	
Testing centres (Art. 12)	<p>Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Art. 83, 83b)</p> <p>Regulation 275/2006 of 10 February 2006 (Chapter 1)</p>	<p>Requirements:</p> <ul style="list-style-type: none"> Vehicle inspection centres have the equipment and the housing conditions for the enforcement of the relevant vehicle roadworthiness testing in accordance with the specific conditions for carrying out those tests; A certificate on the compliance of the equipment and premises required according to the field of examinations carried out is required; Testing centres are supervised at least once a year to verify the compliance of the stations with the requirements, the correctness of the performance of the vehicle tests and the correctness of the required documentation; Requirements on the inspection site and its building (e.g. dimensions, markings, authorisation, benches, equipment) are laid down 	Compliant
Inspectors (Art. 13)	<p>Regulation 1836/2014 of 28 November 2014 (Annex I, Part I) (Annex I, Part II-V)</p> <p>Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Art. 84)</p>	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> The examination for inspectors shall include theoretical and practical sections; rules and procedures for 	Compliant

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> examination are thoroughly outlined. Basic training of persons conducting periodic technical testing of vehicles to check and assess the correctness of the performance of individual vehicle units and systems, in particular in terms of safety and environmental safety (comprising training on roadworthiness activity, legislation in force and the organisation of testing centres, as well as their equipment. Specific training for persons conducting roadworthiness tests on specific vehicle categories (e.g. bus, vehicle carrying dangerous goods or supplying gas, specialist examination). 	
Penalties (Art. 21)	Notice 821/2019 of 4 April 2019 Act 870/2019 of 15 March 2019	Rules on penalties: <ul style="list-style-type: none"> Whoever uses a certificate which falsely states that the vehicle fulfils technical requirements faces a penalty of PLN 500 Additional measures to ensure that actors responsible for testing cars are not falsifying the tests (imprisonment up to 5 years) Control procedures <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue <i>Missing information on control procedures</i>
Transposition (Art. 23)	Act 1273/2015 of 24 July 2015 (Art. 18) Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Art. 18) Regulation 1787/2019 of 19 September 2019 (Art. 3)	<ul style="list-style-type: none"> The Act 1273/2015 was adopted on 31 August 2015 and entered into force on 4 January 2016 The consolidated text 128/2017 was adopted on 20 January 2017 and entered into force on 4 June 2018 The Regulation 1787/2019 was adopted on 19 September 2019 and entered into force on 3 October 2019. 	Problematic issue <i>Some months of delay in entry into force</i>
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Chapter 2a, Art. 80)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> The central record of vehicles is maintained by the minister 	Compliant

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		responsible for internal affairs in the electronic system.	
Amendments to Directive 1999/37/EC (Art. 1(4))	Act of 20 June 1997 of Road Traffic (Art. 80)	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> the temporary withdrawal and re-entry into service of a vehicle and its deregistration is recorded in the central data system <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> No reference on re-authorisation procedures 	Problematic issue <i>Missing reference on reauthorisation procedures</i>
Amendments to Directive 1999/37/EC (Art. 1(7))	Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Chapter 2a, Art. 80c, 80k and 80l)	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> Data or information collected in the register may be made available to foreign entities to comply with international agreements ratified by the Republic of Poland, as well as law enforcement or by an international organisation to which Poland is a member. The procedures and method of providing the data set out by the Republic of Poland ratified international agreements, acts of law by an international organisation to which Poland is a member or an agreement between the competent ministries in the Member States of the European Union. Data shared are related to vehicles and to their owner or holders. The exchange of information among the National Contact Point is using data-transmission devices and software (Article 15(1) of Council Decision 2008/616/WSiSW of 23 June 2008) on the stepping up of cross-border cooperation, particularly in combating terrorism and cross-border crime 	Compliant
Transposition (Art. 2)	<p>Act 1273/2015 of 24 July 2015 (Art. 18)</p> <p>Consolidated text of the Road Traffic Act 128/2017 of 14 December 2016 (Art. 18)</p> <p>Regulation 1787/2019 of 19 September 2019 (Art. 3)</p>	<ul style="list-style-type: none"> The Act 1273/2015 was adopted on 31 August 2015 and entered into force on 4 January 2016 The consolidated text 128/2017 was adopted on 20 January 2017 and entered into force on 4 June 2018 The Regulation 1787/2019 was adopted on 19 September 2019 and entered into force on 3 October 2019. 	Problematic issue <i>Some months of delay in entry into force</i>

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Act 1466/2019 of 6 August 2019 (Art. 1(7))	National number of initial technical roadside inspections: <ul style="list-style-type: none"> The Chief Inspector of Road Transport, in consultation with the Commander, plans and organises preliminary technical roadside inspections of vehicles of category M2, M3, N2, N3 and trailers of category O3 and O4 in such a way that the total number of checks includes in each calendar year at least 5 % of the total number of such vehicles registered in Poland. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Act 1466/2019 of 6 August 2019 (Art. 1(7)) Regulation 2141/2019 of 5 November 2019 (Art. 5-6, Annex I)	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none"> Vehicles of category M2, M3, N2, N3, O3, O4, T5 operated on a public highway for commercial carriage of goods. Where the controlling person has information that the controlled commercial vehicle, with the exception of a agricultural tractor of category T 5, is used by a high risk factor in relation to the occurrence of infringements relating to the driving time, mandatory breaks and rest periods of drivers, including the use of a tachograph, or in the event of occurrence of technical defects, (...)the technical roadside inspection of that vehicle shall include a in-depth verification of certain items (as listed in the regulation) Information of vehicle risk profile are therefore used to select vehicles and carry out specific inspections. Contents and methods of technical roadside inspection: <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	Regulation 2141/2019 of 5 November 2019 (Art. 8) Regulation 361/2018 of 13 February 2018	Cargo securing inspection: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> The control of the securing of cargo shall consist, in particular, of a visual check of the application of appropriate protective measures, of measuring the tensile forces, of calculating the effectiveness of the guarantee and, where appropriate, 	Problematic issue <i>Missing information on training of personnel involved in cargo securing checks.</i>

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>of verifying the certificates of safety measures⁹⁹.</p> <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Act 1466/2019 of 6 August 2019 (Art. 1(7)) Regulation 2141/2019 of 5 November 2019 (Art. 5-6, Annex I)	<p>Actions to be taken in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> If, during the technical roadside inspection of a commercial vehicle, many of the serious or dangerous deficiencies have been discovered which justify subjecting the vehicle in question to an additional technical examination covering the vehicle in question periodically: in respect of a vehicle registered in the Republic of Poland, the road traffic control authority shall request the authority to refer the vehicle to the supplementary technical examination referred to in Article 81 (1).11 (2a) (b) of the Act; in respect of a vehicle which is not registered in Poland, the results of this check shall be forwarded to the Chief Inspector of Road Transport in accordance with the procedure and in the manner laid down in Article 54d (1).2 and 3 of the Road Transport Act of 6 September 2001 Prohibition or restriction on using the vehicle, which has dangerous deficiencies 	Compliant
Penalties (Art. 25)	Notice on the publication of the consolidated text of the Road Transport Act 58/2019 of 5 December 2018 (Annex I, 9.) Consolidated text of the Criminal Code 1600/2018	<p>Penalties to infringements of the Directive provisions:</p> <p>Infringement of vehicle roadworthiness rules: a fine shall be paid in case:</p> <ul style="list-style-type: none"> road transport operation by a vehicle without a current periodical roadworthiness test carriage by road by a vehicle with defects in the braking system, steering joints, wheels, tyres, for hanging, undercarriage or other equipment, classified as without 	Compliant

⁹⁹ Deficiencies found during the technical roadside inspection of cargo shall be classified as follows: 1) minor deficiencies: the cargo has been properly secured, but it would be appropriate to sign up for safety performance; 2) serious deficiencies: the load has not been sufficiently secured and the load or part of it may be significantly overturned; 3) dangerous deficiencies: the cargo is a direct threat to road safety by the risk of loss of itself, or hazards directly arising from the cargo, or direct exposure of humans.

POLAND			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		foaming for each vehicle (fine of 2000 PLN, NN -most serious infringement ¹⁰⁰).	

¹⁰⁰ Infringements classification (Notice 58/2019 of 5 December 2018, Annex I): PN – serious infringement, BPN – very serious infringement, NN – most serious infringement

Portugal

PORTUGAL			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Decree Law 144/2017 of 29 November	Frequency of test: <ul style="list-style-type: none"> Vehicle categories M₂, M₃, school transport, taxis and ambulances: 1-(over 8y)6 months Vehicle categories N₂, N₃: 1-1-1 Vehicle category O₂ (except agricultural trailers): 2-1-1 Vehicle categories O₃, O₄: 1-1-1 Vehicle category N₁: 2- 1-1 Vehicle category M₁ (except taxis, ambulances and school transport): 4-2-(over 8y)1 Vehicle category T5 (except agricultural tractors): 4-2-2 Vehicle categories L3e, L4e, L5e, L6e, L7e: 4-2-(over 8y)1 Trailers and semi-trailers of a gross weight equal to or exceeding 750 kg and not exceeding 3 500 kg used by humanitarian associations and fire brigades: 2-(over 8y)1 Trailers and semi-trailers of a gross weight equal to or exceeding 750 kg and not exceeding 3 500 kg, that rarely use the public highway, particular for the transportation of circus and fun-fair equipment: 2-2-2 	Compliant
Contents and methods of testing (Art. 6)	Decree Law 144/2017 of 29 November	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Decree Law 144/2017 of 29 November	Actions to be taken: <ul style="list-style-type: none"> Vehicles fail the roadworthiness test whenever: <ul style="list-style-type: none"> a) there are more than five type 1 deficiencies (when it does not affect severely the operation of the vehicles nor directly their security conditions in itself) b) there are one or more type 2¹⁰¹ or type 3¹⁰² deficiencies (affecting severely or very seriously the operation of the vehicle or directly their conditions of safety or 	Compliant

¹⁰¹ deficiency affecting severely the operation of the vehicle or directly their conditions of safety or environmental performance

¹⁰² very serious deficiency involving the paralysis of the vehicle or only allow him to travel to the place of repair

PORTUGAL			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>environmental performance);</p> <p>c) the deficiencies previously noted have not been rectified, except for deficiencies in the vehicle identification document.</p> <ul style="list-style-type: none"> Vehicles with type 2 deficiencies in the steering, suspension or braking are prevented from carrying passengers or cargo, until the roadworthiness is approved. In case of a failed inspection, the vehicle is expected to return to the testing centre within 15 days. 	
Testing centres (Art. 12)	Decree Law 144/2017 of 29 November	<p>Requirements:</p> <ul style="list-style-type: none"> The Decree only states that testing centres shall comply with the provisions of Law 11/2011, of April 26, as amended by Decree-Law 26/2013, of 19 February. These concern the use of appropriate facilities and equipment for testing, including: adequate space and its layout for the evaluation of vehicles Facilities for the testing of air brake systems Device for measuring wheel/axle weight and suspension The Decree lays down rules for calibrating equipment to ensure the quality of testing 	Compliant
Inspectors (Art. 13)	Decree Law 144/2017 of 29 November	<p>Methods for checking inspector competence and training requirements: (same as Directive)</p> <ul style="list-style-type: none"> Inspectors shall demonstrate a certified knowledge and understanding relevant for road vehicles in the areas as provided in Annex IV of Directive 2014/45/EU Inspectors shall perform both Initial and refresher training as provided by the Instituto da Mobilidade e dos Transportes, I.P., this include also an examination on relevant knowledge A certificate is issued to an inspector authorised to carry out roadworthiness tests. 	Compliant
Penalties (Art. 21)	Decree Law 144/2017 of 29 November	Rules on penalties:	Compliant

PORTUGAL			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> According to the Decree, the following infringements: the use of a vehicle whose inspection is not regularly performed/has not been performed for renewal of registration, or without the extraordinary inspections required failure to carry out an extraordinary inspection shall be subjected to a fine of (euro) 250 up to (euro) 1250, except in the case of a motorcycle, tricycle or quadricycle, where the fine may range from (euro) 120 up to (euro) 600; the use of a vehicle without the proof of inspection shall also be punished by a fine in accordance with art 85 of the Highway Code. <p>Control procedures</p> <ul style="list-style-type: none"> The list of the authorities monitoring the compliance with the provisions is provided in the Decree. 	
Transposition (Art. 23)	Decree Law 144/2017 of 29 November	<ul style="list-style-type: none"> The Decree-Law was published on 29 November 2017 and entered into force on 1 January 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Decree Law 152-A/2017 of 11 December Decree-Law no. 178-A/2005, of 28 October, as amended	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> The registration of motor vehicles and their trailers, motorcycles, mopeds, tricycles, quadricycles and agricultural or forestry tractors and their trailers is sought at the regional services of IMT, I.P.¹⁰³, preferably by electronic means. Data concerning all registered vehicles should include, with the exception of personal information, the data referred to in points 2.4 and 2.5 of the annex to Decree-Law no. 178-A/2005, of 28 October, as amended by Decrees -Leis No 85/2006 of 23 February 2006 May, 20/2008, 31 January, and 201/2015, 17 of September." (Art. 29). This include the list of items according to Directive 2014/45/EC 	Compliant

¹⁰³ Instituto da Mobilidade e dos Transportes Terrestres, IP

PORTUGAL			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Amendments to Directive 1999/37/EC (Art. 1(4))	Decree Law 152-A/2017 of 11 December	<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> In case of unsuccessful roadworthiness inspection and vehicle's suspension, the IMT, I.P. receives a notification of the suspension occurred that shall be recorded electronically and the vehicle shall be subjected to a further follow-up inspection. <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> The suspension shall take effective until the vehicle has passed a new roadworthiness test. The IMT, I.P. shall authorise the replacement of the vehicle in use without the need of a new registration. The provisions set out in the Highway Code governing the movement of vehicles with cancelled registration shall apply – mutatis mutandis – to vehicles subject to suspension. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))		<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> No reference exists about electronic exchange of information among countries 	Problematic issue
Transposition (Art. 2)	Decree Law 152-A/2017 of 11 December	<ul style="list-style-type: none"> The Decree Law entered into force 30 days after its publication (11 December 2017). 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> No reference exists about the percentage of initial inspections 	Problematic issue
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Decree Law 144/2017 of 29 November	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Inspection of cargo securing (Art. 13)	Decree Law 144/2017 of 29 November	<p>Additional information:</p> <ul style="list-style-type: none"> Same as directive <p>Training of personnel involved in cargo securing checks:</p>	<p>Problematic issue</p> <p><i>Missing information on training of personnel involved</i></p>

PORTUGAL			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> No reference exists about training of personnel 	<i>in cargo securing checks.</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Decree Law 144/2017 of 29 November	<p>Actions to be taken in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> In case of vehicles, registered outside the European Union, in which major or dangerous deficiencies have been detected, the competent authority (IMT, I.P.) informs the authority of the Member State in which the vehicle has been registered. In case of major or dangerous deficiency requiring prompt or immediate correction due to any direct and immediate risk to road safety, the competent authority (IMT, I.P.) determines that the use of the vehicle is restricted or prohibited until such deficiencies have been rectified, and the movement of a vehicle is only allowed to reach one of the closest workshops, provided that the dangerous deficiencies are mitigated to allow such movement and that there is no immediate risk to the safety of the vehicle's occupants and other road users. 	Compliant
Penalties (Art. 25)	Decree Law 144/2017 of 29 November	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Infringements are sanctioned in accordance with the Portuguese Road Code and the Decree Law 144/2012 of 11 July; According to the type of the infringement, a fine of EUR 250 to EUR 1250, except for motorcycle, tricycle or quadricycle, on which the fine is EUR 120 to EUR 600 shall be applied. 	Compliant

Romania

ROMANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Law 260/2017, amending Government order assignment n. 81/2000	Frequency of test: <ul style="list-style-type: none"> · M2, M3 (> 3.5t and more than 8 seats): 1-1-1 · M2, M3 (< 3.5t): 2-2-2 · M1: 2-2-2 if the vehicle was registered less than 12 years and 1-1-1 after. If the vehicle was new when it was first registered in Romania the first test is mandatory after 3 years · Taxis, minibuses, buses, driving school vehicles: 6m-6m-6m · Ambulances: 1-1-1 · N1, N2, N3, O3, O4, T (> 3.5t): 1-1-1 · O1, O2: 2-2-2 · L1e, L2e, L3e, L4e, L5e, L7e, T (up to 3.5t): 2-2-2 · Trailers and semi-trailers apiculture: 3-3-3 	Compliant
Contents and methods of testing (Art. 6)	Order of the Minister for Transport and Infrastructure amending n. 2.133/2005 of 16 February 2012, amended by the Order 402/2018	Areas covered by the test: <ul style="list-style-type: none"> · Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Order of the Minister for Transport and Infrastructure amending n. 2.133/2005 of 16 February 2012, amended by the Order 402/2018	Actions to be taken: <ul style="list-style-type: none"> · Rejection of the roadworthiness of a vehicle for major or dangerous defects terminates the validity of roadworthiness tests (PTI is still valid) and shall be prohibited its use on public roads until a new test is carried out¹⁰⁴ · In this respect, the inspector must proceed to another technical roadworthiness and the RAR will delete the suspension from the database. 	Compliant

¹⁰⁴ Deficiencies are classified as follows (Order of the Minister for Transport and Infrastructure n. 42/2012): Minor deficiency: a minor deficiency exists when the load has been properly secured but a safety advice might be appropriate; Major deficiency: a major deficiency exists when the load has not been sufficiently secured and a significant shifting or overturning of the load or parts thereof is possible; Dangerous deficiency: a dangerous deficiency exists when traffic safety is directly endangered due to a risk of loss of cargo or parts thereof or a hazard deriving directly from the cargo or an immediate endangering of persons

ROMANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> The vehicles are not allowed on the public roads. If the deficiencies are repaired in less than 30 days a new test is carried out only for the deficiencies previously observed. If the repairs are not done in 30 days, the Technical Inspection is carried out in full. 	
Testing centres (Art. 12)	Order of the Minister for Transport and Infrastructure amending n. 2.133/2005 of 16 February 2012, amended by the Order 402/2018	<p>Requirements:</p> <ul style="list-style-type: none"> Roadworthiness tests are carried out by Periodic technical inspection stations (SITP) authorised by the Independent Romanian Auto Registry (RAR), a specialised technical body of the Ministry of Transport. Area dimensions needed to carry out the activity of roadworthiness depend on the vehicle class for which the station has been authorised 	Compliant
Inspectors (Art. 13)	Order of the Minister for Transport and Infrastructure amending n. 2.133/2005 of 16 February 2012, amended by the Order 402/2018	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive The Inspectors are trained and tested by the Romanian Automotive Register 	Problematic issue
Penalties (Art. 21)	Law 260/2017, amending Government order assignment n. 81/2000 Traffic Code, Emergency Ordinance n. 195/2002	<p>Rules on penalties:</p> <ul style="list-style-type: none"> Penalties related to inspection centres and their infringements shall be punishable by a fine (depending on the event and the gravity level, from RON 1.000 to 5.000. Penalties for the car's owner for not carrying out roadworthiness tests consist in penalty points and fines. The sanction for driving a car without PTI is the highest foreseen in the Code: 9-20 points, which means RON 1300-2900. Such sanction is applied twice: once for driving a vehicle with dangerous deficiency and another penalty for driving a vehicle without PTI. The highest fine could reach RON 5800 <p>Control procedures</p> <ul style="list-style-type: none"> No reference about control procedures 	<p>Problematic issue</p> <p><i>Missing reference to the applicable control procedures</i></p>
Transposition (Art. 23)	Law 260/2017, amending Government order assignment n. 81/2000	<ul style="list-style-type: none"> The Law 260/2017 was adopted in 19 December 2017 and was published on 21 December 2017 	Compliant

ROMANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	CAS No. 15. of 9 February 2018 Order 98/2017 amending Order 1454/2006 of the Minister for Administration and the Interior	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Order n.685 of 23 August 2017 Order amending Government Emergency Order 195/2002 on public road traffic	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Same as Directive The record of the suspension of registration shall be based on the data regarding the periodic roadworthiness test of the vehicle held in the National Register of Driving Licences and Registered Vehicles, respectively communicated by the RAR to the Directorate for Driving Licences and Vehicle Registration by the Romanian Automobile Register.. Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> Same as Directive The vehicle registration shall be suspended by law also upon expiry or, where applicable, annulment of the periodic roadworthiness test certificate until such time as the vehicle passes a new periodic roadworthiness test. The data relating to the suspension shall be deleted after five years following the date on which the suspension ends. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Order n.685 of 23 August 2017	Checking foreign vehicles legal status: <ul style="list-style-type: none"> Same as Directive Directorate for Driving Licences and Vehicle is authorised to exchange data with the competent registration authorities of the Member States of the European Union, by obtaining the necessary data, i.e. the provision in order to check, before any registration of a vehicle, the latter's legal status in the Member State in which it was previously registered, where there is doubt as to the actual or legal situation of the vehicle. Verification 	Compliant

ROMANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		of registration with the competent authorities in the Member States of the European Union can be achieved including through the use of an IT platform to facilitate the exchange of information.	
Transposition (Art. 2)	Order 98/2017 amending Order 1454/2006 of the Minister for Administration and the Interior Order amending Government Emergency Order 195/2002 on public road traffic CAS No. 15. of 9 February 2018 Order n.685 of 23 August 2017 Order n. 684 of 23 August 2017 Order 14 of 18 August 2017 which modify and completed the Traffic Code – Emergency Ordinance of the Government n. 195/2002	<ul style="list-style-type: none"> The Order 98/2017 was adopted on 17 August 2017 and entered into force on 20 May 2018 The Order 195/2002 was published on 18 August 2017 and entered into force on the 10th day after its publication. The Order 158/2018 was adopted on 9 February 2018 and entered into force on 25 November 2018. Order 685/2017 was issued on 18 August 2017 Order 684/2017 was published on 23 August 2017 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Law decree N°455 of 19 June 2017	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> The total number of initial technical roadside inspections in the European Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States. The Inspectorate for Road Transport control (ISCTR) shall make efforts to carry out an appropriate number. proportionate to the total number of vehicles registered in Romania. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Law decree N°455 of 19 June 2017	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> Inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile or with a high-risk profile rating 	Compliant

ROMANIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment. <p>Contents and methods of technical roadside inspection: (Same as Directive):</p> <ul style="list-style-type: none"> A vehicle selected for a more detailed inspection shall be accompanied by the inspectors to the closest authorised roadworthiness testing centre or RAR branch. Where deficiencies are identified during a more detailed inspection, the user shall pay the test fees to the testing centre or RAR branch. Where no deficiencies are identified the State Inspectorate for Road Transport Control (ISCTR) shall pay the test fees. 	
Inspection of cargo securing (Art. 13)	Law decree N°455 of 19 June 2017 Order no. 601/2017	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> Same as Directive 	Problematic issue <i>Missing reference of training of personnel</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Law decree N°455 of 19 June 2017	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use of the vehicle, are found during a technical roadside inspection in a vehicle not registered in Romania, ISCTR shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. 	Compliant
Penalties (Art. 25)		<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> No reference found in the national transposition measures communicated by the MS 	Problematic issue

Slovakia

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	<p>Decree of the Ministry of Transport and Construction of the Slovak Republic, 137/2018</p> <p>Time limits for technical checks (Art. 47)</p> <p>Decree of the Ministry of Transport and Construction of the Slovak Republic 138/2018</p> <p>Period of the issue of emission control on regular basis (Art. 51)</p>	<p>Frequency of test:</p> <ul style="list-style-type: none"> Vehicle categories L3eA2, L3eA3, L4eA2, L4eA3, L5e (>125 cm³), L6e (>125 cm³), L7e (>125 cm³): 4-2-2 Vehicle categories L3eA1, L4eA1, L6e (<125 cm³), R₂, O₂: 4-4-4 Vehicle category M₁, N₁, T, R₃, R₄: 4-2-2 Vehicle categories M₂, M₃, N₂, N₃, O₃, O₄, school transport, taxis, ambulances, training vehicles, mining rescue services, degraded mode services of gas installation: 1-1-1 <p>Additional information:</p> <ul style="list-style-type: none"> If the date when the vehicle is first registered is not available, the first day of the year of construction of the vehicle shall be considered for the first time of registration of the vehicle. If the year of first is not the year of construction of the vehicle with a difference of more than 12 months between the vehicle's production year and the year of the first registration of the vehicle, the first day of the year of the production of the vehicle shall be deemed to be the first day of the vehicle's year of production for the first time of registration of the vehicle. If the year of construction of the vehicle is unknown, it shall be assumed the model year of the vehicle. 	Compliant
Contents and methods of testing (Art. 6)	<p>Decree of the Ministry of Transport and Construction of the Slovak Republic 137/2018 (Harmonised minimum requirements for the content and recommended methods of technical inspection)</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	Decree of the Ministry of Transport and Construction of the Slovak Republic	<p>Actions to be taken:</p> <ul style="list-style-type: none"> A vehicle shall be suspended and considered as "unfit to operate on road", when the roadworthiness is 	Problematic issue <i>Missing reference on the time limit</i>

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
	<p>Republic 137/2018 (Art. 50)</p> <p>Act on the operation of road transport vehicles 106/2018</p> <p>Suspension of vehicle operation (Art. 47)</p>	<p>not carried out, or a dangerous deficiency is detected or the same major deficiency has been revealed during an inspection.</p> <ul style="list-style-type: none"> Whether, after the period of suspension, the reasons for suspension have expired, the vehicle may be used on the road without requiring a new approval procedure for the vehicle for road traffic. 	
Testing centres (Art. 12)	<p>Decree of the Ministry of Transport and Construction of the Slovak Republic 137/2018 (Art. 42)</p> <p>Act on the operation of road transport vehicles 106/2018 (Art. 73-74-75-83-84)</p>	<p>Requirements:</p> <ul style="list-style-type: none"> Specific requirements, as verification of compliance, suitability of facilities, legal issues, transparency and lack of conflicts, examination of staff members (competence and refresher training), authorisations to gain and exhibit, storing of documents, and others are laid down in Act 106/2018. The type of vehicles that testing centres are allowed to inspect depends on the control lines on which roadworthiness tests take place. 	Compliant
Inspectors (Art. 13)	<p>Decree of the Ministry of Transport and Construction of the Slovak Republic 137/2018 (Art. 34/40)</p> <p>Knowledge of vehicles and professional experience or equivalent (Art. 28-32-34)</p> <p>Act on the operation of road transport vehicles 106/2018 (Art. 76-92-93-94)</p>	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Same as Directive Proof of completion of basic training and refresher courses is delivered by the technical service, containing all the due information (e.g. personal information, type of vehicles). The inspector shall receive a refresher course for the extension of the certificate of the technique and pass the competency test. <p>Additional information:</p> <ul style="list-style-type: none"> Additionally to the Directive's requirements, Act 106/2018 inquires that inspectors also own competences related to the relevant legislation in inspections, the use and monitoring of recording equipment, as well as the keeping of an information system. Qualification test, its content in terms of competence and technical knowledge, procedures and rules are laid down in detail. 	Compliant

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 21)	Act on the operation of road transport vehicles 106/2018 Order for procedural penalties (Art. 147-151)	Rules on penalties: <ul style="list-style-type: none"> Penalties following provisions infringements are regulated and consists in a fine to be paid, variable on the basis of the severity and the number of infringements. A fine may be imposed within one year of the date on which the administrative authority concerned became aware of the infringement, but not later than two years after the date on which the breach occurred. Control procedures <ul style="list-style-type: none"> The administrative body may issue order imposing a fine, without any further actions. 	Compliant
Transposition (Art. 23)	Decree of the Ministry of Transport and Construction of the Slovak Republic 137/2018 Effectiveness (Art. 58)	<ul style="list-style-type: none"> The Royal Decree was promulgated the 27th of April 2018 and entered into force on 20 May 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	Act on the operation of road transport vehicles 106/2018 (Art. 12-23) Decree of the Ministry of Transport and Construction of the Slovak Republic 133/2018 (Art. 3-4, ANNEX V)	Electronic record of a),b),c): <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> When placing a new vehicle on the road in the Slovak Republic, the manufacturer shall record the certificate of conformity (COC) in electronic form for each vehicle. The manufacturer keeps a record of the data which has been sent to the vehicle register for the registration of vehicles by means of an electronic service provided for that purpose; the data record shall also include a photocopy of the CoC, or a copy of the COC conformity certificate in an electronic format in the pdf-Portable Document Format. Detailed contents of registration certificate, in both Parts I and II, are laid down in Articles 3-4 and Annex V of D.133/2018. 	Compliant
Amendments to Directive 1999/37/EC (Art. 1(4))	Act on the operation of road transport vehicles 106/2018 Suspension of vehicle operation (Art. 47)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> No reference exists about electronic register of suspended vehicles Reauthorisation procedure of a vehicle after being suspended:	Compliant The information was provided by the national authority during the interview

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> If the suspended vehicle has not undergone a roadworthiness test within a period of six months, the operator of the vehicle shall, without delay, apply for the temporary or permanent removal of the vehicle from the register. 	
Amendments to Directive 1999/37/EC (Art. 1(7))		<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> No reference exists about electronic exchange of information among countries 	Problematic issue <i>No reference found about this measure</i>
Transposition (Art. 2)	<p>Act on the operation of road transport vehicles 106/2018</p> <p>Suspension of vehicle operation (Art. XIII)</p>	<ul style="list-style-type: none"> The Royal Decree was published on the 14th of March 2018 and entered into force on 1 January 2020. 	Problematic issue Some months of delay in adoption and entry into force
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	<p>Act on the operation of road transport vehicles 106/2018</p> <p>Competence of persons inspecting the fixing of cargo (Art. 52)</p>	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> The total number of initial roadside inspections of vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄ shall correspond to at least 5 % of the total number of such vehicles registered in the Slovak Republic. 	Additional integration: categories M ₂ and M ₃ are added as initial roadside inspection. Vehicle category T ₅ is missing.
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	<p>Decree of the Ministry of Transport and Construction of the Slovak Republic 135/2018</p> <p>Selection of vehicles for initial roadside inspection, contents and methods (Art. 2-3-4)</p>	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> The initial roadside inspection shall be carried out by an officer of the police or by the technical roadside inspection staff principally choosing vehicles which have a high risk profile for the transport undertaking. A member of the police or the technical roadside inspection officer may select vehicles either randomly to carry out the technical roadside checks or, if: <ul style="list-style-type: none"> the vehicle is technically unfit; the vehicle may endanger safety, environment or public health; the load on the vehicle does not meet the requirements for the fixing of the cargo. <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	Compliant

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Inspection of cargo securing (Art. 13)	Decree of the Ministry of Transport and Construction of the Slovak Republic 135/2018 Fixing of cargo and checking (Art. 9) Act on the operation of road transport vehicles 106/2018 Competence of persons inspecting the fixing of cargo (Art. 68-100)	Additional information: <ul style="list-style-type: none"> Same as directive Training of personnel involved in cargo securing checks: <ul style="list-style-type: none"> A police officer or technical roadside inspection technician who performs a visual assessment shall be properly trained for this purpose. The training shall be demonstrated by a technical inspection certificate or a certificate of successful completion of a cargo retention check and the test issued by the technical inspection technical inspection service. Requirements for obtaining the technical inspection certificate are laid down in Art. 100 of Act 106/2018. 	Additional integration: further requirements for training of personnel are added.
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Act on the operation of road transport vehicles 106/2018 Vehicle evaluation at technical inspection (Art. 110)	Actions to be taken in the case of major or dangerous deficiencies: <ul style="list-style-type: none"> A vehicle is temporarily capable of operating on road if a serious deficiency is discovered by a technical inspection. The vehicle operator is obliged to subject the vehicle to repeat the technical inspection within 60 calendar days. If the repeated technical inspection reidentifies the same serious deficiency, the vehicle shall be technically incapable of operating on the road. If the vehicle operator fails to submit a further technical check to the vehicle within the prescribed period, the vehicle shall be technically incapable of operating on the road. The vehicle is not fit for operation on the road if a technical check reveals a dangerous error. 	Compliant
Penalties (Art. 25)	Act on the operation of road transport vehicles 106/2018 Order for procedural penalties (Art. 147-151) Act of the Slovak National Council 372/1990	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> Penalties are regulated under the Act 372/1990 on infringements, and, more specifically, the Art. 151 of Act 106. A fine may be imposed within one year of the date on which the administrative authority concerned became aware of the infringement, 	Compliant

SLOVAKIA			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		but not later than two years after the date on which the breach occurred.	

Slovenia

SLOVENIA			
Directive/Article	National legal act(s)	Assessment outcome	Assessment outcome
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Motor Vehicles Act 3592 (ZMV-1) of December 2017 Deadlines for roadworthiness (Art. 49)	Frequency of test: <ul style="list-style-type: none"> Articulated lorries, road tractors, vehicles for the carriage of dangerous goods, trailers (except for tractor trailers, caravans, light trailers and trailers for transport of boats and other sport and leisure equipment), vehicles rented without drivers: 1 year-1-1 caravans, light trailers and trailers for transport of boats and other sport and leisure equipment (min. 750 kg, max. 3.5 t): 1 year-4-4 buses, vehicles for public transport, group of children and learner drivers, emergency vehicles: 1y – 6months – 6months All other vehicles: 4-2-2 Mopeds with a design speed not exceeding 25 km/h: 5y after initial registration. 	Compliant
Contents and methods of testing (Art. 6)	Technical specification for vehicles TSV — 605 (edition 02), Motor Vehicles Act (ANNEX), 1932 Rules on roadworthiness tests for motor vehicles and their trailers (Section IV, Art. 21, 23)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive 	Compliant
Follow-up of deficiencies (Art. 9)	1932 Rules on roadworthiness tests for motor vehicles and their trailers (Section II, Art. 25)	Actions to be taken: <ul style="list-style-type: none"> A vehicle that has been found with several deficiencies may be subjected to a remedial roadworthiness test in the same professional organisation, within a maximum of five working days from the previous test. In case of minor deficiencies, the vehicle can be used in transport, but deficiencies have to be rectified in 15 days. In case of major deficiencies, the vehicle may be used only for transport to/from repair shop, while in case of dangerous deficiencies it cannot be used before deficiencies are rectified. 	Compliant

SLOVENIA			
Directive/Article	National legal act(s)	Assessment outcome	Assessment outcome
		<ul style="list-style-type: none"> The inspector shall inspect the revealed deficiencies that caused the refusal, and confirm the roadworthiness of the vehicle by means of a new record of the roadworthiness test (which is not a new roadworthiness certificate). If the five days have already passed, a new complete vehicle roadworthiness test shall be carried out.. 	
Testing centres (Art. 12)	<p>Motor Vehicles Act 3592 (ZMV-1) of December 2017</p> <p>Professional organisation, conditions and functions, inspection and supervision (Art. 55-72), 1932 Rules on roadworthiness tests for motor vehicles and their trailers (Section II, ANNEX I)</p>	<p>Requirements:</p> <ul style="list-style-type: none"> Detailed requirements are laid down on staff members level of education, work experience and clean criminal record (of the representative), equipment, impartiality and lack of conflicts, accreditation for roadworthiness, insurance of liabilities, clean financial record, video-surveillance, database, business secret etc. Other requirements about the necessary equipment, installations, personnel, documentation and premises are included in the Rules on roadworthiness tests (Section II and Annex I) Testing centres may be supervised by inspectors of professional organisations. 	Compliant
Inspectors (Art. 13)	<p>Motor Vehicles Act 3592 (ZMV-1) of December 2017</p> <p>Test of competence and knowledge, training organisation (Art. 59-60-69)</p> <p>1932 Rules on roadworthiness tests for motor vehicles and their trailers</p> <p>Operators, professional education and work experience (Section II, Art. 13-15)</p>	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> Inspectors must have the professional qualification and experience required to the performance of their duties, as well as clean criminal record. They obtain a mandate from passing an aptitude test. Inspectors, in addition to the general conditions, must have at least five years' professional experience. The organisation providing the training, knowledge and proficiency tests, must obtain authorisation from the Agency Operators have specific tasks and duties regarding procedures, instructions, coordination, supervision, internal training, 	Problematic issue <i>Missing information about inspectors' requirements (competence, training and examination).</i>

SLOVENIA			
Directive/Article	National legal act(s)	Assessment outcome	Assessment outcome
		<p>cooperation with surveillance authority and equipment inspection.</p> <ul style="list-style-type: none"> Inspectors shall comply with the minimum professional education and working experience to carry out roadworthiness tests, also depending on their role (managers or controllers). No reference about the minimum contents and the technical knowledge to be verified as well as the appropriate examination to be carried out. Suitable vocational qualifications are listed in the "Rules on roadworthiness tests" art. 15, but the training programme and aptitude test are to be defined by a separate piece of legislation. 	
Penalties (Art. 21)	Motor Vehicles Act 3592 (ZMV-1) of December 2017	<p>Rules on penalties:</p> <ul style="list-style-type: none"> Penalties applied have different amounts depending on the type of infringement. Averagely, the range is between 400 and 4000 euros. <p>Control procedures</p> <ul style="list-style-type: none"> The inspectorate responsible for transport supervises on the correct implementation of the provisions. 	Compliant
Transposition (Art. 23)	Motor Vehicles Act 3592 (ZMV-1) of December 2017 Entry into force (Art. 91)	<ul style="list-style-type: none"> The Act was published the 12th of December 2017 and entered into force on the fifteenth day after its publication. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))	<p>Motor Vehicles Act 3592 (ZMV-1) of December 2017</p> <p>Databases and contents (Art. 62-63)</p> <p>1932 Rules on roadworthiness tests for motor vehicles and their trailers</p> <p>Storage of data (Section II, Art. 28)</p>	<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> The ministry responsible for transport shall keep, in electronic form, databases of registered vehicles, type-approved vehicles and roadside inspections of roadworthiness Contents of the vehicle's registration and roadworthiness certificates are listed in Art. 63 The professional organisation shall keep information on the roadworthiness tests carried out in the security copy for at least three years. 	Compliant

SLOVENIA			
Directive/Article	National legal act(s)	Assessment outcome	Assessment outcome
Amendments to Directive 1999/37/EC (Art. 1(4))	Motor Vehicles Act 3592 (ZMV-1) of December 2017 Databases and contents (Art. 39) 1932 Rules on roadworthiness tests for motor vehicles and their trailers (Section II, Art. 25)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none">The rules for suspension of vehicles are defined, including signing the vehicle out of the database of registered vehicles (in case of ownership transfer, registration abroad, end-of-life status, theft etc.).In case of minor deficiencies, the vehicle can be used in transport, but deficiencies have to be rectified in 15 days. In case of major deficiencies, the vehicle may be used only for transport to/from repair shop, while in case of dangerous deficiencies it cannot be used before deficiencies are rectified.	Compliant
Amendments to Directive 1999/37/EC (Art. 1(7))	Motor Vehicles Act 3592 (ZMV-1) of December 2017 National contact points (Art. 65)	Checking foreign vehicles legal status: <ul style="list-style-type: none">The ministry responsible for transport shall perform the tasks of the national contact points as the authorities responsible for the exchange of the data in the records of the vehicles registered in EU Member States for the purpose of cross-border exchange of data (Art. 63 of the same Act).The exchange of information shall take place via the National Contact Points (NCPs) in the EU Member States and EEA countries.	Problematic issue <i>Missing information about the electronic network.</i>
Transposition (Art. 2)	Motor Vehicles Act 3592 (ZMV-1) of December 2017 Entry into force (Art. 91)	<ul style="list-style-type: none">The Act was published the 12th of December 2017 and entered into force on the fifteenth day after its publication.	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	1387. Rules on technical roadside inspection the roadside inspection of commercial vehicles Scope of roadside checks (Art. 6)	National number of initial technical roadside inspections: <ul style="list-style-type: none">The total number of initial roadside inspections shall be at least 5 % of the total number of vehicles registered in the Republic of Slovenia.	Compliant
Vehicles selected for initial technical roadside inspection, contents and	1387. Rules on technical roadside inspection the roadside inspection of commercial vehicles	Selection of vehicles subjected to initial roadside inspection: <ul style="list-style-type: none">In determining the vehicles to be subjected to an initial roadside inspection, authorised persons may	Compliant

SLOVENIA			
Directive/Article	National legal act(s)	Assessment outcome	Assessment outcome
methods (Art. 9-10)	Types of roadside inspection (Art. 4)	<p>include vehicles of undertakings with a high risk profile as set out in the risk assessment system relating to road transport operations, as a priority. Vehicles may also be selected randomly for inspection, or when there is a suspicion that the vehicle presents a risk to road safety or the environment.</p> <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive 	
Inspection of cargo securing (Art. 13)	<p>1387. Rules on technical roadside inspection the roadside inspection of commercial vehicles</p> <p>Evaluation of irregularities (Art. 9, ANNEX II)</p>	<p>Additional information:</p> <ul style="list-style-type: none"> Same as Directive <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> Same as Directive 	<p>Compliant</p> <p>The information has been provided by in-depth interview</p>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	<p>1387. Rules on technical roadside inspection the roadside inspection of commercial vehicles</p> <p>Ex-post procedure in case of deficiencies (Art. 10, ANNEX III)</p>	<p>Actions to be taken in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> Same as Directive When a critical defect is detected, an authorised person may request that a vehicle which is subject to a roadside inspection and is registered in the Republic of Slovenia shall perform an exceptional roadworthiness test. When deficiencies or critical deficiencies are detected on a vehicle registered in another EU MS or EEA, for the purpose of limiting or prohibiting the use of the vehicle, the Ministry shall inform the contact point of the EU MS or EEA of registration of the vehicle of the results of that review. This note contains at least the subject matter of the roadside inspection report, as set out in Annex III. The Ministry may request the EU MS through its contact point to take adequate measures, such as exceptional roadworthiness test. 	Compliant
Penalties (Art. 25)	-	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> No reference exists about penalties 	Problematic issue

Spain

SPAIN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Royal Decree 920/2017 of 23 October Date and frequency of periodic technical inspections. (Art. 6)	Frequency of test: <ul style="list-style-type: none"> Vehicle categories L1e: 3-2-2 Other L vehicles: 4-2-2 Vehicle category M₁(except taxis, ambulances and school transport): 4-2-(over 10 years)1 Vehicle categories M₂, M₃: 1-(over 5y)6 months Vehicle category N₁: 2-(over 6y)1-(over 10y)6 months Vehicle categories N₂, N₃, O₂ (except caravans), O₃, O₄: 1-(over 10y)6 months O₂ (caravans): 6-2-2 Vehicle category T- wheeled agricultural or forestry tractors with a maximum design speed exceeding 40 km/h: 4-2-(over 16y)1 Vehicle category T- other agricultural or forestry wheeled tractors: 8-2-(over 16y)1 Vehicle category M₁(driving school) and L: 2-1-(over 5y)6 months Vehicle categories M₁(taxis, ambulances and school transport): 1-(over 5y)6 months Vehicle category historic vehicles (Royal Decree 1247/1995): 2-(over 40y)3-(over 45y)4 	Compliant
Contents and methods of testing (Art. 6)	Royal Decree 920/2017 of 23 October Contents and methods of testing (Art. 8 and Annex I)	Areas covered by the test: <ul style="list-style-type: none"> Same as Directive Additional information: <ul style="list-style-type: none"> The manual of inspection procedures for testing centres (ITV stations) details the methods of testing to be followed by all test centres. 	Compliant
Follow-up of deficiencies (Art. 9)	Royal Decree 920/2017 of 23 October Classification of deficiencies and result of the roadworthiness test; monitoring of deficiencies. (Art. 9-11 and Annex I)	Actions to be taken: <ul style="list-style-type: none"> In case several deficiencies are detected during the same inspection, amongst those listed under Annex I of the Decree and the manual of procedures for inspection of test centres, they may be classified in the next serious 	Problematic issue <i>The legislation refers to "serious defects and not to deficiencies"</i>

SPAIN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>deficiency group if it can be demonstrated that their combined effect results in a higher risk to road safety.</p> <ul style="list-style-type: none"> If a serious defect is detected, technical inspection shall be unfavourable and the vehicle is prevented from circulating on public roads, except for transfer to the workshop or for a new inspection at the testing centre (ITV), which must take place within two months from the first unfavourable roadworthiness. 	
Testing centres (Art. 12)	Royal Decree 920/2017 of 23 October Requirements for testing centres. (Art. 14, 22 and Annex IV)	<p>Requirements:</p> <ul style="list-style-type: none"> Being accredited against UNE-EN ISO/IEC 17020 standard Not being part of legal entities or having links with separate entities whose business activities concern road transport and trade in motor vehicles Complying with the prohibition to perform certain types of operations (e.g. repair or maintenance of vehicles), opening hours in accordance with the criteria established by each Autonomous Community and with impartiality and independence standards when performing inspections. Taking out civil liability insurance to cover personal and material damages to third parties. The running of test centres is performed in accordance with the management model adopted by each Autonomous Community, however there is no reference to that testing centres are subject to supervision and audits by the competent authority of the Autonomous Community (art. 22) 	Problematic issue
Inspectors (Art. 13)	Royal Decree 920/2017 of 23 October Inspectors and technical managers (Art. 20 and Annex VI)	<p>Methods for checking inspector competence and training requirements:</p> <ul style="list-style-type: none"> ITV technical managers are responsible for ensuring inspectors requirements fulfilment, they belong to the testing centre staff and must possess the skills listed in Annex VI of the Royal Decree 920/2017 (Compliant

SPAIN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Penalties (Art. 21)	Royal Decree 920/2017 of 23 October Penalties (Art. 25)	Rules on penalties: <ul style="list-style-type: none"> Infringements are punished in accordance with Title V of Law 21/1992 of 16 July or with the provisions of Royal Legislative Decree 6/2015 of 30 October, as appropriate. 	Problematic issue <i>Not clear which penalties applied in which cases</i>
Transposition (Art. 23)	Royal Decree 920/2017 of 23 October Entry into force (Eighth final provision)	Lack of compliance: <ul style="list-style-type: none"> No, the Royal Decree was adopted on 23 October 2017 and entered into force on 20 May 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))		Electronic record of a),b),c): <ul style="list-style-type: none"> No reference exists about electronic record. 	Problematic issue <i>No reference found about this measure</i>
Amendments to Directive 1999/37/EC (Art. 1(4))	Royal Decree 920/2017 of 23 October Inspection Report and record of testing centres (Art. 10-15)	Data recording of suspended vehicles (Art. 3a): <ul style="list-style-type: none"> Information on the result of the inspections shall be communicated by the testing centre, on the day of the inspection, by electronic means. The register is kept by the Road Traffic Office in accordance with article 2(1) Royal Decree 2822/1998 of 23 December. Testing centres shall maintain a record of information on the inspection activity by electronic means. That register shall be made available to all public administrations, users and the general public, in an integrated manner, information at the testing centre. Reauthorisation procedure of a vehicle after being suspended: <ul style="list-style-type: none"> No reference exists about reauthorisation procedure. 	Problematic issue <i>No reference about reauthorisation procedure of suspended vehicles</i>
Amendments to Directive 1999/37/EC (Art. 1(7))		Checking foreign vehicles legal status: <ul style="list-style-type: none"> No reference exists about electronic exchange of information among countries Chapter V of Legislative Royal Decree 6/2015 of 31 October only foresees such an exchange of information but for other purposes (i.e. sanctioning infringements committed by a driver of a vehicle in other EU MS) 	Problematic issue

SPAIN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Transposition (Art. 2)	Royal Decree 920/2017 of 23 October Entry into force (Eighth final provision)	<ul style="list-style-type: none"> The Royal Decree was adopted on 23rd October 2017 and entered into force on 20 May 2018. 	Compliant
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)	Royal Decree 563/2017 of 2 June Percentage of vehicles to be inspected (Art. 5)	<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> The total number of initial technical roadside inspections of commercial vehicles as defined in Article 2.a), b) and c), both registered in Spain as well as in other Member States, is determined on the basis of a representative percentage of vehicles registered in Spain so as to contribute significantly to meeting the EU target in accordance to which- every year the total number of initial technical roadside inspections in the EU must correspond to at least 5 % of the total number of vehicles that are registered in the Member States. 	Compliant
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)	Royal Decree 563/2017 of 2 June Selection of vehicles to be subjected to a technical inspection for initial roadside and methods applied (Art. 6-8 and Annex II)	<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> Roadworthiness inspections are carried out without any discrimination about the driver's nationality and the country of registration or entry into service of the commercial vehicle, minimising the costs and delays entailed for drivers and operators. <p>Contents and methods of technical roadside inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information</p> <ul style="list-style-type: none"> Vehicles registered or put into circulation in a MS of the European Union shall give the proof that the commercial vehicle has undergone the compulsory periodic roadworthiness testing in accordance with the legislation governing it. 	Compliant
Inspection of cargo securing (Art. 13)	Royal Decree 563/2017 of June Inspection of cargo securing (Art. 11)	<p>Additional information:</p> <ul style="list-style-type: none"> Same as directive <p>Training of personnel involved in cargo securing checks:</p>	Problematic issue <i>Missing information on training of personnel involved</i>

SPAIN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> No reference exists about training of personnel 	<i>in cargo securing checks.</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	<p>Royal Decree 563/2017 of 2 June</p> <p>Follow-up in the case of major or dangerous deficiencies (Art. 12)</p>	<p>Actions to be taken in the case of major or dangerous deficiencies:</p> <ul style="list-style-type: none"> Same as Directive <p>Additional information:</p> <ul style="list-style-type: none"> If the vehicle is registered in Spain, inspectors may decide to subject it to a technical inspection at a predetermined testing centre (ITV) within 15 working days. The items to be inspected shall be defined by the concerned inspector t on the basis of the deficiencies detected during the roadside technical inspection to which the vehicle had previously been subjected. Law Enforcement Agencies (LEA) may prohibit the use of the vehicle in the cases provided for in Article 104 of the Royal Legislative Decree 6/2015, of 30 October, whenever it has deficiencies that constitute a particularly serious risk to road safety. In any case, the agents of the authority shall notify through the corresponding sheet form the infringement detected, so that the owner or driver of the vehicle, if any, is expressly forbidden to drive the vehicle. 	Compliant
Penalties (Art. 25)	<p>Royal Decree 563/2017 of 2 June</p> <p>Penalty system</p>	<p>Penalties to infringements of the Directive provisions:</p> <ul style="list-style-type: none"> Penalties apply, when the technical requirements are not respected. Interim measures, including the prohibition of circulation of the vehicle, must comply with the provisions of Article 104 and following of the Royal Legislative Decree 6/2015, of 30 October. 	Compliant

Sweden

SWEDEN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
Directive 2014/45/EU			
Date and frequency of testing (Art. 5)	Swedish code of Statutes (SFS) 1217/2016 of 8 December 2016	<p>Frequency of test:</p> <ul style="list-style-type: none"> • M1, M2, M3: 2-2-2 • N1: 3-2-14months-14months • Vehicles that are not EC-approved mobile cranes, and O3, O4, emergency vehicles, driving school vehicles, vehicles, trailers and towed sleighs used in commercial transport for transporting persons, taxi, ambulances, vehicles rented with and without drivers, buses and school transport: 1-1-1 • L, T5, motorised equipment category I, EC-approved mobile cranes and trailers towed by such vehicles: 4-2-2 <p>Additional information:</p> <ul style="list-style-type: none"> • O1, O2, vehicles type 'motorised equipment', tractors consisting of adapted vehicles: 4-2-2 	Problematic issue <i>Missing information about vehicle categories N2, N3.</i>
Contents and methods of testing (Art. 6)	<p>Swedish Transport agency regulations 84/2010</p> <p>Swedish Transport agency regulations 54/2017</p>	<p>Areas covered by the test:</p> <ul style="list-style-type: none"> • Same as Directive • Annex 1 (inspection for cars and trailers) and 3 (motorcycles) lists in details the systems and constituents to be checked. 	Compliant
Follow-up of deficiencies (Art. 9)	Vehicle Ordinance 211/2009	<p>Actions to be taken:</p> <ul style="list-style-type: none"> • If a vehicle has failed a full inspection, but has not been issued a driving ban, a new inspection shall take place within two months thereafter. In this case the check may be limited to those parts that justified the failure of the roadworthiness test y. 105 • If a vehicle is so deficient that it cannot be used without involving a clear danger to road safety, the inspection body shall impose a prohibition on its use. 	Compliant

¹⁰⁵ According to the Swedish Transport Agency's Regulations and General Guidelines (TSFS 84/2010) deficiencies are defined as follows:

minor deficiency: a system or component in an inadequate or damaged condition where the deficiency is clearly noticeable.

significant deficiency: the deficiency is clearly identifiable and of significant size.

major deficiency: the deficiency is very obvious and substantial.

SWEDEN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		Driving ban shall apply until a roadworthiness test has been carried out. However, a test in a workshop must be carried out within one month of the ban and within two months of a complete inspection.	
Testing centres (Art. 12)	The vehicles Act 574/2002 Vehicle Ordinance 211/2009	Requirements: <ul style="list-style-type: none"> Inspections may be carried out only by inspection bodies accredited by the Swedish Board for Accreditation and Conformity Assessment. The accreditation shall be given to the inspection of one or more of the following vehicle categories: <ol style="list-style-type: none"> motor vehicles and trailers, as well as tractors made up of converted cars (all up to 3,5 tonnes), light off-road vehicles and scooters motor vehicles and trailers of modified cars, (all > 3,5 tonnes) tractors other than converted cars, motorised and EC mobile cranes, tractors, motor vehicles or mobile cranes, off-road trailers and motor vehicles for these vehicles 	Compliant
Inspectors (Art. 13)	Swedish Transport agency regulations 53/2017	Methods for checking inspector competence and training requirements: <ul style="list-style-type: none"> Regulations on provisions on the qualification and training required to carry out roadworthiness inspections and checks by police officer are included. On the basis of the inspector's competence, the inspector is allowed to carry out tests on specific vehicles, according to the categories of operations for which he/she is enabled (full table in Chapter 2 of Regulation 53/2017 and competency profile in Annex). Inspectors' knowledge and competence shall be verified by an accredited certification body, which issues a certificate according to the operations categories for 	Compliant

SWEDEN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<p>which each inspector has demonstrate to own the expected skills.</p> <p>Additional information:</p> <ul style="list-style-type: none"> The examination consists of both a theoretical and a practical test 	
Penalties (Art. 21)	The Vehicles Act 574/2002 (Ch. 5) SFS 1217/2016 The vehicle Ordinance 211/2009	<p>Rules on penalties:</p> <ul style="list-style-type: none"> A person who intentionally prevents or obstructs an inspection or technical control shall be sentenced to a fine, unless the conduct entails criminal liability in accordance with national law. <p>Control procedures</p> <ul style="list-style-type: none"> No reference exists in the national transposition measures communicated by the MS 	Problematic issue <i>Missing reference to the applicable control procedures</i>
Transposition (Art. 23)	Swedish transport agency regulations 54/2017, SFS 56/2015, SFS 1614/2016, SFS 1217/2016	<p>Lack of compliance:</p> <ul style="list-style-type: none"> The Statute 54/2017 entered into force on 26 May 2017. The Statute 56/2017 entered into force on 1 January 2016. The Statute 1614/2016 was adopted on 8 December 2016 and entered into force on 20 May 2017. The Statute 1217/2016 entered into force on 20 May 2017 and applied to inspections as of 20 May 2018. 	Compliant
Directive 2014/46/EU			
Amendments to Directive 1999/37/EC (Art. 1(3))		<p>Electronic record of a),b),c):</p> <ul style="list-style-type: none"> No reference was found 	Problematic issue
Amendments to Directive 1999/37/EC (Art. 1(4))		<p>Data recording of suspended vehicles (Art. 3a):</p> <ul style="list-style-type: none"> No reference was found <p>Reauthorisation procedure of a vehicle after being suspended:</p> <ul style="list-style-type: none"> No reference was found 	Problematic issue
Amendments to Directive 1999/37/EC (Art. 1(7))	SFS 1217/2016 TSFS Swedish Transport Agency regulations on the registration of vehicles in the Swedish Road Traffic Registry 63/2015	<p>Checking foreign vehicles legal status:</p> <ul style="list-style-type: none"> No reference exists about electronic exchange of information among MS If a vehicle has been registered in another MS as a result of a periodic roadworthiness test pursuant to Directive 2014/45/EU, it shall be treated as a roadworthiness which was carried out in Sweden. 	Compliant

SWEDEN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		<ul style="list-style-type: none"> Use of EUCARIS (European Car and Driving Licence Information System), intended for the exchange of information between various countries' vehicle and driving licence registries. 	
Transposition (Art. 2)	SFS 1216/2016 SFS 1217/2016	<ul style="list-style-type: none"> Statutes 1216/2016 and 1217/2016 entered into force on 20 May 2017 and applied to roadside inspections from 20 May 2018. 	Problematic issue <i>No reference for some of the measures</i>
Directive 2014/47/EU			
Percentage of vehicles to be inspected (Art. 5)		<p>National number of initial technical roadside inspections:</p> <ul style="list-style-type: none"> No reference was found 	Problematic issue
Vehicles selected for initial technical roadside inspection, contents and methods (Art. 9-10)		<p>Selection of vehicles subjected to initial roadside inspection:</p> <ul style="list-style-type: none"> No reference was found <p>Contents and methods of technical roadside inspection: (Same as Directive):</p> <ul style="list-style-type: none"> No reference was found 	Problematic issue
Inspection of cargo securing (Art. 13)	Swedish transport agency regulations 54/2017 (ANNEX I, 6.3)	<p>Cargo securing inspection:</p> <ul style="list-style-type: none"> Same as Directive <p>Training of personnel involved in cargo securing checks:</p> <ul style="list-style-type: none"> No reference was found 	Problematic issue <i>Missing reference of training of personnel</i>
Follow-up in the case of major or dangerous deficiencies (Art. 14)	Vehicle Ordinance 211/2009	<p>Actions to be taken in the case of major deficiencies:</p> <ul style="list-style-type: none"> During a roadside inspection, if the deficiencies of a vehicle are such that the vehicle cannot be used without involving a clear danger to road safety, the inspector shall impose a driving ban. In case of deficiencies to be rectified, the inspector shall order the vehicle to undergo a roadworthiness test, after repairing the vehicle, at an accredited workshop or to demonstrate to an inspection body that the deficiencies have been remedied. Driving ban shall apply until a roadworthiness test has been carried out. Despite the restriction to the use of the vehicle, it may be employed for the shortest appropriate route from the place where the repair has been 	Compliant

SWEDEN			
Directive/Article	National legal act(s)	Assessment outcome	General comments
		carried out to an inspection body for the purpose of inspection. In the case of a prohibition (different from risk of danger to road safety), the vehicle may also be used to travel by the shortest appropriate route to a repair shop.	
Penalties (Art. 25)	The Vehicles Act 574/2002 (Ch. 5) SFS 1217/2016 The vehicle Ordinance 211/2009	Penalties to infringements of the Directive provisions: <ul style="list-style-type: none"> · A person who intentionally prevents or obstructs an inspection or technical control shall be sentenced to a fine unless the conduct entails criminal liability in accordance with national law.. · Other infringements attributable to the owner of the vehicle, where he/she has intentionally or negligently failed to take reasonable steps to prevent the vehicle being used contrary to other applicable provisions (e.g. driving prohibition, lack of documents etc.) shall be punished with a financial penalty 	Compliant

Annex II: Questionnaire to national authorities

GDPR¹⁰⁶, anonymity and use of your input [All]

The study team will make use of your contribution (information/data provided) only for the needs of this research paper. Please indicate how you would like us to present the information provided:

Publication of your contribution with reference to the organisation represented	<input type="checkbox"/>
Any information that you provide will be used for the purpose of the research, without reference to your name or organisation, but only with reference to the industry sector/type of the organisation	<input type="checkbox"/>
Anonymised publication of statements made without the name of the organisation and without affiliation to industry sector	<input type="checkbox"/>

General detail on the organisation

Name of the organisation :	<i>Click here to enter text</i>
Member State :	<i>Click here to enter text</i>
Role in the roadworthiness / vehicle registration documents / inspection:	<i>Click here to enter text</i>
Role in the package transposition:	<i>Click here to enter text</i>
Are you appointed as national contact point? (Y/N)	<i>Click here to enter text</i>

Questions on Roadworthiness Package implementation

- Based on Directive 2014/45/EU (Art.8), in the case of re-registration of a vehicle already registered in another Member State, the certificate of roadworthiness (CRW) is recognised valid, provided that frequency intervals for testing the vehicle are still valid.

	Yes	No
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¹⁰⁶ European Commission (2016). Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation).

According to this, does the competent authority, responsible for managing the system of roadworthiness testing, actually recognise the validity of the CRW without carrying out further tests through their own national testing system?	<input type="checkbox"/>	<input type="checkbox"/>
If no, how do you proceed in case of doubt as regards the validity of a CRW? Click here to enter text		

	Yes	No
When another Member State requires to check the CRW for a vehicle registered in your country, does the competent authority provide the certificate?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, how does this process work? Click here to enter text If no, why this does not occur in practice? Click here to enter text		

	Yes	No
Are there cases where it is not possible to verify the validity of a CRW issued by another Member State , if required?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, Why does it happen? (Please indicate one or more of the following reasons)	Tick the answer	
<input type="radio"/> Vehicle documents are not made available by the competent authority	<input type="checkbox"/>	
<input type="radio"/> It takes too long to get the vehicle document from the competent authority	<input type="checkbox"/>	
<input type="radio"/> The responsible contact point cannot be reached by e-mail/phone	<input type="checkbox"/>	
<input type="radio"/> Vehicle documents are not available at the competent authority (e.g. lost)	<input type="checkbox"/>	
<input type="radio"/> Other, please specify:	<input type="checkbox"/>	
If yes, how do you proceed in the situation you mentioned above? Click here to enter text		

	Yes	No	If No, please specify
Is the information included in the CRW issued by other Member States always complete and easy to understand for recognition and if needed verify their validity?	<input type="checkbox"/>	<input type="checkbox"/>	Click here to enter text

	Yes	No
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Do the language of the certificate or the way the information is presented hinder the ability for recognition?

☐
☐

2. Based on Directive 2014/45/EU (Art.8), testing centres shall communicate to the competent authority of the Member State the information included in the roadworthiness certificate.

	Yes	No
According to this, is the data collected during vehicle testing communicated to the competent authority electronically?	<input type="checkbox"/>	<input type="checkbox"/>
<p>If yes, How long is the information retained within the national database? Click here to enter text</p> <p>If no, by which means is the data provided? Click here to enter text</p>		

	Yes	No
Does the data communicated by testing centres include the odometer reading ?	<input type="checkbox"/>	<input type="checkbox"/>

3. Based on Directive 2014/45/EU (Art. 10), a proof for vehicles which have passed the roadworthiness test shall be provided by the testing centres or by the competent authority with the date for the next test and made easily accessible for inspection. For the purpose of free circulation, the proof of test shall be mutually recognised by Member States.

	Yes	No	If No, please specify
According to this, is the proof of CRW issued by another Member State actually recognised?	<input type="checkbox"/>	<input type="checkbox"/>	Click here to enter text

	Yes	No	If Yes, please specify
Are there cases for which the proof of CRW issued by another Member State is not recognised? (e.g. for specific countries/vehicle/other reasons)	<input type="checkbox"/>	<input type="checkbox"/>	Click here to enter text

	Yes	No	If No, please specify
Is the information included in CRWs easily verifiable, especially in respect to the date of validity?	<input type="checkbox"/>	<input type="checkbox"/>	Click here to enter text

In case of roadside inspection in your national territory, how responsible authorities check the validity of proof test issued by another Member State?

[Click here to enter text](#)

4. Based on Directive 2014/45/EU (Art.15), Member States shall designate a national contact point responsible for exchanging information with the other Member States. Furthermore, based on Directive 2014/47/EU (Art.17), contact points designated by Member States shall ensure coordination with contact points designated by other Member States.

	Yes	No	If No, why?
According to this, has the national contact point already been designated?	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

	Yes	No	If No, please specify
Is the national contact point aware of contact points designated by other Member States? (e.g. email, address, phone, reference person etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

	Yes	No	If No, why?
Is the exchange of information between contact points of different Member States working properly?	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

How do contact points from different Member States ensure coordination among each other's?

Click here to enter text

	Yes	No
Has a national vehicle information platform been established for data exchange?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, is national data made available to other contact points of Member States? <i>Click here to enter text</i>		

5. Based on Directive 2014/46/EU (Art.1(4)), where the competent authority of a Member State receives notification of a periodic roadworthiness test showing that the authorisation to use a particular vehicle in road traffic has been suspended this shall be recorded electronically.

	Yes	No	If No, please specify
According to this, does the competent authority keep an electronic record of the vehicles for which authorisation has been suspended?	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

6. Based on Directive 2014/46/EU (Art.1(7)), before any re-registration of a vehicle, Member States shall check its latter legal status in the Member State in which the vehicle was previously registered.

	Yes	No
According to this, is it always possible to check the latter legal status according to the information available from the Member State of previous registration?	<input type="checkbox"/>	<input type="checkbox"/>

If no, Why is it not possible? Please indicate one or more of the following reasons:	Tick the answer
<input type="radio"/> Vehicle documents are not made available by the competent authority	<input type="checkbox"/>
<input type="radio"/> It takes too long to get the vehicle document from the competent authority	<input type="checkbox"/>
<input type="radio"/> The responsible contact point is cannot be reached by e-mail/phone	<input type="checkbox"/>
<input type="radio"/> Vehicle documents are not available at the competent authority (e.g. lost)	<input type="checkbox"/>
<input type="radio"/> Other, please specify:	<input type="checkbox"/>
How do you proceed in this situation? Click here to enter text	

	Yes	No
Is data collected on the latter legal status, provided by the Member State or previous registration, stored in a national electronic database?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, is the database made accessible for consultation by other Member States, and how? Click here to enter text		
If no, how does the exchange of information occur in practice? Click here to enter text		

7. According to Directive 2014/47/EU (Art.14), in the case major or dangerous deficiencies are revealed by a roadside inspection on a vehicle registered in another Member State the competent authority may request the competent authority of the other Member State, via the contact points, to carry out a new roadworthiness test of the vehicle.

	Yes	No	If No, please specify
With this aim, for a vehicle registered in another Member State, is it possible to timely notify the competent contact point in the Member State where the vehicle is registered?	<input type="checkbox"/>	<input type="checkbox"/>	Click here to enter text
How is the notification process actually performed on the ground? Click here to enter text			

In the case the deficiencies, revealed by roadside inspection on a vehicle registered in another Member State, are rectified in your Member State, how results of test are communicated to the Member State where the vehicle is registered?
[Click here to enter text](#)

8. According to Directive 2014/47/EU (Art. 18), in cases where deficiencies are identified on a vehicle not registered in the Member State of inspection, a notification with the results of inspection shall be issued to the Member State of registration.

	Yes	No	If No, please specify
According to this, Is the national electronic register used for this purpose?	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

	Yes	No	If No, please specify
Are there any issues related to the communication of such information?	<input type="checkbox"/>	<input type="checkbox"/>	<i>Click here to enter text</i>

Do you identify any further issues which have not been addressed by any of the above questions concerning the Roadworthiness Package transposition and its implementation by Member States?

Click here to enter text

	Yes	No
Would you be available for a short in-depth interview if necessary?	<input type="checkbox"/>	<input type="checkbox"/>

Annex III: List of respondent national authorities

National authorities involved in stakeholder consultation

Country	National authority	Description	NCP
AT	Ministry – BMK	Supervising authority	Yes
BE	AIBV (Flanders-Wallonia) Autosecurite (Wallonia)	PTI company – Inspection Inspection	No
BG	Executive Agency Road Transport Administration	RW and inspection	Yes
DK	<i>Danish Transport Authority</i>	Supervising authority	Yes
EL	Ministry of Infrastructure and Transport	Directorate of Technical Control and Vehicle Service Facilities	Yes
ES	Ministerio de Fomento – Dirección General de Transportes por carretera	Inspection and regulation authority	No
FI	Finnish Transport and Communications Agency (Traficom)	Registration authority	Yes
FR	UTAC – Ministry of Transport	Inspection authority	Yes*
HR	Ministry of the Sea, Transport and Infrastructure	Inspection and registration authority	Yes
HU	Ministry for Innovation and Technology	Inspection authority	Yes
IE	RSA Ireland	RW and inspection authority	Yes **
IT	Ministero delle Infrastrutture e dei Trasporti	Competent authority for RW, vehicle registration document and inspection	Yes
LT	Transport Safety Authority	Transport safety administration, RW and supervision	Yes
LU	Ministère de la Mobilité	Monitoring of PTI companies	Yes
LV	CSDD (+ State Police of Latvia)	RW, RSI, registration and driving examination authority	Yes
NL	RDW	Enforcement, supervision and registration authority	Yes
PL	Ministry of Transport and Infrastructure	Implementation, check and supervision authority	Yes
RO	Romanian Road Transport Authority – ARR RAR	Vehicle registration authority	No

Country	National authority	Description	NCP
		RW and supervision authority	Yes
SE	Swedish Transport Agency	Regulation authority	Yes
SI	Ministry of Transport	Legislator	Yes
SK	Ministry of Transport and Construction	National authority	Yes

* NCP only for Directive 2014/45/EC and 2014/47/EC

** NCP only for Directive 2014/47/EC

Road transport is the most common means of transport in the EU, as well as the most important cause of accidents. In this respect, the European Union has developed a transport policy oriented towards safety and security through common standards and rules. A roadworthiness package was adopted at European level in 2014, aimed at improving road safety through common rules on periodic roadworthiness tests for motor vehicles and their trailers (Directive 2014/45/EU), vehicle registration documents (Directive 2014/46/EU), and roadside inspections of commercial vehicles (Directive 2014/47/EU).

The purpose of this European implementation assessment is to check whether the transposition of safety measures included in the package has led to common standards in practice, as well as to assess the current functioning of the exchange of information and the mutual recognition of technical controls between Member States.

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