

**Question for written answer E-005359/2020
to the Commission**
Rule 138
Sven Schulze (PPE)

Subject: State of play of the authorisation procedure for class O1 and O2 vehicles in the Union

Directive 2007/46/EC and now Regulation (EU) 2018/858, which came into force on 1 September 2020, set out the approval procedure for all classes of vehicles in a uniform way for all the Member States. Unfortunately this legislation failed to harmonise the authorisation provisions for vehicle classes O1 and O2 across the Union. For example, there are databases in France, the Netherlands and Austria which must be inserted manually, and at great expense, by the manufacturers of vehicles for export into the existing databases of Germany's Federal Motor Transport Authority (KBA).

Moreover, vehicles can be marketed in, for example, Hungary and Romania only once they have been presented, prior to authorisation, for a technical check upon payment of a fee. In this case it is not critical whether the vehicles to be authorised have a KBA type approval.

1. How long will national peculiarities continue to apply to vehicle authorisation for O1/O2-approved vehicles, in addition to the COC (certificate of conformity)?
2. Will there be harmonised speed limit rules for all the Member States?
3. Is a central database being set up to serve as a vehicle register which can be accessed by all manufacturers and authorising authorities across the Union, thereby enabling a simple authorisation procedure in all the Member States?