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STANDING COMMITTEE OF THE EFTA STATES

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SUBCOMMITTEE II ON THE FREE MOVEMENT OF CAPITAL AND SERVICES

EEA EFTA Comment on the Proposal of the European Parliament and of the Council on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC

PREFACE

The EEA EFTA States, Iceland, Liechtenstein and Norway, have studied with interest the Commission's proposal for a Regulation on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC, COM (2012) 380. Since the proposal will have direct consequences for these States as EEA partners, they welcome the opportunity to jointly comment on the draft Regulation prior to the Council Meeting of 20 December 2012.

The EEA EFTA States welcome the Commission proposal as it constitutes an ambitious step towards harmonised rules on roadworthiness testing and thereby towards enhanced road safety levels throughout the European Economic Area.

Integration of soft-law measures into a legislative framework

1. The EEA EFTA States support the initiatives to integrate the soft-law measures on roadworthiness tests into the legislative proposal, in order to achieve a sufficient degree of harmonisation and quality of testing across the EEA.

Frequency of testing

2. The EEA EFTA States are of the opinion that the frequency of periodic testing should remain as today. According to national estimates made by Norway, the proposed frequency set out in the proposal will lead to a doubling in the number of periodic tests and can result in capacity problems for the workshops, in addition to disproportionate costs for the vehicle owners. Furthermore, the Norwegian national accident register indicates that technical failure is a marginal cause of road accidents. On this basis, an increased frequency could thus undermine the acceptance for the periodic test regime as such.

Requirements for inspectors

3. The EEA EFTA States mainly support the introduction of minimum competence and training requirements of inspectors. These States consider, however, the proposal too ambitious on this point as the extensive coursing and certification of inspectors as required in the proposal will amount to considerable costs for the industry and make it more challenging to retrieve qualified inspectors.
4. Article 12, paragraph 1 and Annex VI paragraph 1 b) states that an applicant must have at least three years of documented relevant experience, before being authorised to carry out roadworthiness tests. The EEA EFTA States believe this requirement is too rigorous and may lead to difficulties for test centres to recruit inspectors, especially for test centres placed in less populated areas.
5. As to the initial training requirements for inspectors set out in Annex VI point 2, a), the EEA EFTA States believe that the requirements should be further specified as the actual extent of the current proposal is unclear. These States are of the view that the requirements for performing periodic tests could also be less rigorous than skills required for repairing a vehicle.
6. Furthermore, the EEA EFTA States believe the refresher training set out in Annex VI point 2, b) should be set at longer intervals, for example every third year, thus reducing the costs and administrative burdens both for test centres and the authorities.

CONCLUSIONS

- (a) **The EEA EFTA States support the initiative to integrate the soft-law measures on roadworthiness tests in a legislative framework.**
 - (b) **The EEA EFTA States believe that the frequency of periodic testing should remain as today.**
 - (c) **The EEA EFTA States support demands for the minimum competence and training requirements for inspectors, but consider the proposal to be too ambitious and extensive on this point.**
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