

Ministerie van Infrastructuur
en Waterstaat

> Retouradres Postbus 20901 2500 EX Den Haag

De voorzitter van de Eerste Kamer
der Staten-Generaal
Kazernestraat 52
2514 EA Den Haag

**Ministerie van
Infrastructuur en
Waterstaat**

Rijnstraat 8
2515 XP Den Haag
Postbus 20901
2500 EX Den Haag

T 070-456 0000
F 070-456 1111

Ons kenmerk

IENW/BSK-2022/253329

Bijlage(n)

2

Datum 4 november 2022
Betreft Verslag informele bijeenkomst van EU-
transportministers d.d. 20-21 oktober 2022

Geachte voorzitter,

Hierbij bied ik u, mede namens de staatssecretaris van Infrastructuur en Waterstaat, de Kamerbrief aan met het verslag aan van de informele bijeenkomst van EU-transportministers d.d. 20-21 oktober 2022, zoals deze aan de Tweede Kamer is verzonden.

Ik vertrouw erop u hiermee voldoende te hebben geïnformeerd.

Hoogachtend,

DE MINISTER VAN INFRASTRUCTUUR EN WATERSTAAT,

Mark Harbers

Ministerie van Infrastructuur
en Waterstaat

> Retouradres Postbus 20901 2500 EX Den Haag

De voorzitter van de Tweede Kamer
der Staten-Generaal
Postbus 20018
2500 EA DEN HAAG

**Ministerie van
Infrastructuur en
Waterstaat**

Rijnstraat 8
2515 XP Den Haag
Postbus 20901
2500 EX Den Haag

T 070-456 0000
F 070-456 1111

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Bijlage(n)

1

Datum 4 november 2022
Betreft Verslag informele bijeenkomst van EU-
transportministers d.d. 20-21 oktober 2022

Geachte voorzitter,

Hierbij bied ik u, mede namens de staatssecretaris van Infrastructuur en Waterstaat, het verslag aan van de informele bijeenkomst van EU-transportministers d.d. 20-21 oktober 2022, die plaatsvond te Praag, Tsjechië.

De bijeenkomst stond in het teken van discussie over en uitwisseling omtrent een aantal spoorgereleerde thema's, waaronder de ontwikkeling van internationaal personen- en goederenvervoer per spoor alsmede de uitdagingen voor de Europese spoorsector.

Met deze brief wordt u tevens geïnformeerd over de Nederlandse bijdrage in reactie op de publieke consultatie omtrent de herziening van het pakket technische controles.

Ik vertrouw erop u hiermee voldoende te hebben geïnformeerd.

Hoogachtend,

DE MINISTER VAN INFRASTRUCTUUR EN WATERSTAAT,

Mark Harbers

I. Informele bijeenkomst van EU-transportministers d.d. 20-21 oktober 2022 te Praag, Tsjechië

Ministerie van
Infrastructuur en
Waterstaat

Ontwikkeling van de spoorsector

Het voorzitterschap initieerde een discussie over de ontwikkeling van internationaal personen- en vrachtvervoer per spoor, met aandacht voor hogesnelheidslijnen en internationale connectiviteit. Naast de EU-lidstaten namen ook de Europese Commissie (hierna 'Commissie'), Noorwegen, Zwitserland, Moldavië en Oekraïne deel aan deze sessie. Tijdens de discussie werd duidelijk dat de aanwezigen eensgezind dachten over de belangrijke rol van spoorverbindingen in de verduurzaming van de transportsector. De Commissie benadrukte dat de verdere ontwikkeling van de Europese transportsector nauw samenhangt met de herziening van de verordening omtrent Trans-Europese Transportnetwerken (TEN-T)¹, alsmede met de *Connecting Europe Facility*² en de solidariteitscorridors³.

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Veel lidstaten benadrukten het belang van intra- en extra-EU connectiviteit, waarbij internationale spoorverbindingen een belangrijke rol spelen. Een aantal lidstaten, waaronder Nederland, sprak waardering uit voor het toevoegen van Oekraïne en Moldavië aan de nieuwe indicatieve TEN-T kaarten. Veel lidstaten benoemden het belang van het instellen van een standaard EU-spoorbreedte (1435mm), ten behoeve van soepele transportbewegingen per spoor, zonder oponthoud bij grensovergangen. Ook alternatieven, zoals treinmaterieel met draaistellen die instelbaar zijn op meerdere spoorbreedtes, werden geopperd. Sommige lidstaten vroegen aandacht voor de nationale geografische situaties, die soms de totstandkoming van een hogesnelheidsnet per spoor bemoeilijken. Een aantal lidstaten vestigde aandacht op de grote investeringen die gepaard gaan met de aanleg van hogesnelheidsverbindingen, waarbij financiële hulp volgens hen een vereiste is.

Nederland onderstreepte het belang van de totstandkoming van een hogesnelheidsnetwerk over de landsgrenzen heen. Daarnaast moet ook worden gekeken naar de ontwikkeling van snelle spoorverbindingen op nationaal niveau, waarbij de samenhang met het TEN-T netwerk in acht moet worden genomen, zoals in Nederland voor bijvoorbeeld de Lelylijn het geval is. Daarbij vestigde Nederland de aandacht op het *International Passenger Rail Platform*, waarin alle EU-lidstaten zitting nemen, samen met o.a. actoren uit de spoor- en transportsector. Dit platform biedt aan deze actoren de mogelijkheid om gezamenlijke knelpunten te identificeren, te adresseren, en zo samen te werken om internationale spoordiensten aan te bieden voor reizigers. Ook vroeg Nederland aandacht voor het belang van interoperabel rollend materieel, dat van belang is om vertraging aan de grens te voorkomen. Daarnaast benadrukte Nederland dat uniforme en gebruiksvriendelijke ticketingsystemen cruciaal zijn om internationaal personenvervoer per trein te stimuleren. Ten slotte benoemde Nederland dat de prijzen van treintickets vaak nog niet concurrerend zijn met vliegtickets. Om dit te adresseren is meer aandacht nodig om lucht- en spoorverbindingen beter op elkaar af te stemmen.

Uitdagingen voor de Europese spoorsector

¹ Verordening (EU) 1315/2013

² https://ec.europa.eu/info/funding-tenders/find-funding/eu-funding-programmes/connecting-europe-facility_en

³ COM(2022)217, Kamerstukken II 2021-2022, 2022Z11205

Het voorzitterschap agendeerde een discussie over de uitdagingen voor de Europese spoorsector in het kader van de huidige internationale crises (o.a. energiecrisis, Russische agressie tegenover Oekraïne). Naast de lidstaten en Commissie namen ook Noorwegen en Zwitserland deel aan deze discussie. De discussie gaf blijk van het belang dat de Europese lidstaten hechten aan de verdere ontwikkeling van de Europese spoorsector, waarbij weerbaarheid van de sector belangrijk is. De Commissie benadrukte het belang van het actieplan personenvervoer per spoor⁴ en benoemde dat slimme wisselwerking met vrachtvervoer per spoor cruciaal is. Naast deze thema's onderstreepte de Commissie ook dat het verbeteren van internationale ticketingsystemen, het verder digitaliseren van de sector en het op elkaar afstemmen van internationale dienstregelingen van groot belang is om de huidige uitdagingen in de sector het hoofd te kunnen bieden.

De verdere integratie van ticketingsystemen betrof een thema dat regelmatig werd genoemd in de discussie onder de lidstaten. Om internationaal personenvervoer per spoor aantrekkelijk te maken voor reizigers zijn uniforme, toegankelijke en gebruiksvriendelijke internationale ticketingsystemen van groot belang, aldus veel lidstaten. Hierbij werd door een aantal lidstaten ook aandacht gevestigd op het multimodale ticket, waarbij vlieg- en spoorverbindingen op elkaar aansluiten via hetzelfde ticket. Naast aandacht voor ticketingsystemen onderstreepte een aantal lidstaten ook het belang van interoperabiliteit van rollend materieel en de benodigde financiële steunkaders om dergelijke investeringen te kunnen financieren. Ook het op elkaar afstemmen van dienstregelingen was een veelvuldig terugkerend thema in de discussie, waarbij een aantal lidstaten de Commissie opriep om hierover nieuwe wetgevende voorstellen te publiceren.⁵

Nederland onderstreepte het belang van het vergroten van het aandeel grensoverschrijdend spoorvervoer in de transportmix ten behoeve van de verduurzaming van de transportsector. In dit kader benoemde Nederland het belang van het stimuleren van internationaal personenvervoer per spoor en benadrukte daarbij het belang van het EU-actieplan omtrent dit thema. De oproep van de Commissie voor Europese pilotprojecten om de internationale markt voor personenvervoer per spoor te stimuleren, heeft tot op heden nog niet het gewenste effect gehad volgens Nederland. Stakeholders twijfelen over het initiëren van dergelijke projecten gelet op het ontbreken van financiële steun hiervoor op Europees niveau. Daarom riep Nederland de Commissie op om meer fondsen te reserveren om diensten voor internationaal personenvervoer per spoor te stimuleren. Ingaande op de huidige uitdagingen voor de sector onderstreepte Nederland het belang van het beter benutten van bestaande spoorinfrastructuur. Ook riep Nederland de Commissie op om met een initiatief te komen om luchtvaart- en spoorverbindingen beter op elkaar af te stemmen, ten behoeve van het aantrekkelijker maken en stimuleren van het afleggen van (delen van) de reis per spoor. In het kader van toegankelijke en gebruiksvriendelijke ticketingsystemen benoemde Nederland dat – naast wetgevende kaders – ook een belangrijke rol voor de sector is weggelegd. Afsluitend vestigde Nederland aandacht op het op elkaar afstemmen van dienstregelingen, wat verder kan bijdragen aan harmonisatie van grensoverschrijdend spoorvervoer.

⁴ COM(2021)810

⁵ Naar verwachting publiceert de Commissie in Q2 2023 nieuwe wetgevende voorstellen omtrent *timetable redesign*.

Toezegging Maastricht Upper Area Control Centre (MUAC)

Tijdens het Commissiedebat Luchtvaart d.d. 6 oktober jl. heb ik toegezegd aan het lid Koerhuis (VVD) om de diensten van MUAC/Eurocontrol onder de aandacht te brengen van mijn Franse collega. En marge van de informele bijeenkomst van EU-transportministers heb ik gesproken met de Franse delegatie, waarbij ik heb aangegeven dat Frankrijk zou kunnen onderzoeken of het luchtruim van Frankrijk dat grenst aan Duitsland en België efficiënter kan worden ingericht door dit onder de diensten van MUAC te scharen. Uiteraard blijft dit een nationale kwestie voor Frankrijk en is dit iets wat tussen Frankrijk en MUAC besproken zou moeten worden. Hiermee heb ik invulling gegeven aan de toezegging tegenover het lid Koerhuis.

Ministerie van
Infrastructuur en
Waterstaat

Ons kenmerk

IENW/BSK-2022/258910

II. Herziening pakket inzake technische controles ofwel *Road Worthiness Package* (RWP)

Hierbij bied ik u de Nederlandse bijdrage aan op een openbare raadpleging van de Europese Commissie. Deze consultatie gaat over de herziening van het pakket inzake technische controles van wegvoertuigen.⁶

Het huidige pakket inzake technische controles is een reeks EU-richtlijnen die tot doel heeft de verkeersveiligheid te verbeteren en bij te dragen aan het lange termijn 'vision zero' doel⁷, door middel van het verder harmoniseren van technische controles op voertuigen en het creëren van een doeltreffender en efficiënter controlesysteem. Het gaat om de volgende richtlijnen:

- Richtlijn 2014/45/EU betreffende de periodieke technische controle van motorvoertuigen en aanhangers (APK-richtlijn). Deze heeft in de eerste plaats tot doel de verkeersveiligheid en milieuprestaties te verbeteren door minimumnormen vast te stellen voor periodieke controles van voertuigen en aanhangwagens die in de EU op de openbare weg worden gebruikt.
- Richtlijn 1999/37/EG inzake de kentekenbewijzen van motorvoertuigen. Deze regelt de intrekking en annulering van kentekenbewijzen van motorvoertuigen, bevat voorschriften voor elektronische gegevensbanken en zorgt voor de follow-up van de resultaten van technische controles, herinschrijvingen en het slopen van motorvoertuigen.
- Richtlijn 2014/47/EU betreffende de technische controle langs de weg van bedrijfsvoertuigen die in de Unie aan het verkeer deelnemen. Deze heeft als hoofddoel het verbeteren van de verkeersveiligheid en het milieu. Ze bevat minimumvoorschriften voor technische wegcontroles van bedrijfsvoertuigen die in de EU aan het verkeer deelnemen.

De herziening van deze richtlijnen acht de Commissie nodig om de technologische ontwikkelingen te kunnen bijbenen. Het voertuigenpark verandert in hoog tempo, onder andere door de introductie van geavanceerde rijhulpsystemen, nieuwe soorten aandrijvingen en druk op de milieu- en klimaatdoelstellingen. De herziening acht de Commissie ook noodzakelijk om een betere uitwisseling van gegevens mogelijk te maken. Dit ten behoeve van het effectiever handhaven van de verkeersveiligheid. De verwachting is dat in Q3 van 2023 een voorstel van de Commissie wordt gepresenteerd. Uw Kamer wordt nader geïnformeerd over de Nederlandse inzet en de concrete wensen die Nederland graag wil terugzien in dit nog te verschijnen voorstel.

⁶ Richtlijn 2014/45/EU, Richtlijn 1999/37/EG, Richtlijn 2014/47/EU

⁷ 'Vision zero' is het doel van de Europese Commissie om te streven naar 0 verkeersdoden per jaar vanaf 2050.

Revision of Roadworthiness Package - Open Public Consultation 2022

Fields marked with * are mandatory.

Introduction

The Roadworthiness Package (RWP) is a set of EU rules aimed at establishing a single European area for technical inspections with an effective and more efficient inspection system. These EU rules consist of the following Directives:

- Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers;
- Directive 1999/37/EC of 29 April 1999 as amended by Directive 2014/46/EU on the Registration Documents for Vehicles;
- Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union.

The main aim of the Periodic Roadworthiness Testing Directive is to improve road safety and the environment by setting minimum standards for periodic tests of vehicles and their trailers used on public roads in the EU.

The main aim of the Vehicle Document Registration Directive is to regulate the withdrawal and the cancellation of registration certificates of vehicles, to establish requirements on electronic registration databases, and the follow up of roadworthiness test results, re-registration and destruction of vehicles.

The main aim of the Roadside Inspection Directive is to improve road safety and the environment. The Directive establishes minimum requirements for technical roadside inspections of commercial vehicles circulating within the EU.

The European Commission is inviting the general public and stakeholders to express their opinion on the impact of these EU rules as well as on possible policy measures and potential impacts of their revision. Information received in this consultation will support the Evaluation and the Impact Assessment that the European Commission is currently carrying out.



About you

*Language of my contribution ☐

☐ Bulgarian

☐ Croatian

☐ Czech

☐ Danish

☐ Dutch

☒ X English

☐ Estonian

☐ Finnish

☐ French

☐ German

☐ Greek

☐ Hungarian

☐ Irish

☐ Italian

☐ Latvian

☐ Lithuanian

☐ Maltese

☐ Polish

☐ Portuguese

☐ Romanian

☐ Slovak

☐ Slovenian

☐ Spanish

☐ Swedish

*I am giving my contribution as

☐ Academic/research institution

☐ Business association

☐ Company/business organisation

☐ Consumer organisation

☐ EU citizen

- ☐
- ☐ Environmental organisation
- ☐ Non-EU citizen
- ☐ Non-governmental organisation (NGO)
- X ☒ Public authority
- ☐ Trade union
- Other

*First name

*Surname

*Email (this won't be published)

*Country of origin

Please add your country of origin, or that of your organisation.

This list does not represent the official position of the European institutions with regard to the legal status or policy of the entities mentioned. It is a harmonisation of often divergent lists and practices.

- | | | | |
|--------------------------------------|--|-------------------------------------|--|
| ☐ Afghanistan | ☐ Djibouti | ☐ Libya | ☐ Saint Martin |
| ☐ Åland Islands | ☐ Dominica | ☐ Liechtenstein | ☐ Saint Pierre and Miquelon |
| ☐ Albania | ☐ Dominican Republic | ☐ Lithuania | ☐ Saint Vincent and the Grenadines |
| ☐ Algeria | ☐ Ecuador | ☐ Luxembourg | ☐ Samoa |
| ☐ American Samoa | ☐ Egypt | ☐ Macau | ☐ San Marino |
| ☐ Andorra | ☐ El Salvador | ☐ Madagascar | ☐ São Tomé and Príncipe |
| ☐ Angola | ☐ Equatorial Guinea | ☐ Malawi | ☐ Saudi Arabia |
| ☐ Anguilla | ☐ Eritrea | ☐ Malaysia | ☐ Senegal |
| ☐ Antarctica | ☐ Estonia | ☐ Maldives | ☐ Serbia |
| ☐ Antigua and | ☐ Eswatini | ☐ Mali | ☐ Seychelles |



Barbuda



Argentina



Armenia



Aruba



Australia



Austria



Ethiopia



Falkland Islands



Faroe Islands



Fiji



Finland



Malta



Marshall Islands



Martinique



Mauritania



Mauritius



Sierra Leone



Singapore



Sint Maarten



Slovakia



Slovenia

☐	☐	☐	☐
☐ Azerbaijan	☐ France	☐ Mayotte	☐ Solomon Islands
☐ Bahamas	☐ French Guiana	☐ Mexico	☐ Somalia
☐ Bahrain	☐ French Polynesia	☐ Micronesia	☐ South Africa
☐ Bangladesh	☐ French Southern and Antarctic Lands	☐ Moldova	☐ South Georgia and the South Sandwich Islands
☐ Barbados	☐ Gabon	☐ Monaco	☐ South Korea
☐ Belarus	☐ Georgia	☐ Mongolia	☐ South Sudan
☐ Belgium	☐ Germany	☐ Montenegro	☐ Spain
☐ Belize	☐ Ghana	☐ Montserrat	☐ Sri Lanka
☐ Benin	☐ Gibraltar	☐ Morocco	☐ Sudan
☐ Bermuda	☐ Greece	☐ Mozambique	☐ Suriname
☐ Bhutan	☐ Greenland	☐ Myanmar/Burma	☐ Svalbard and Jan Mayen
☐ Bolivia	☐ Grenada	☐ Namibia	☐ Sweden
☐ Bonaire Saint Eustatius and Saba	☐ Guadeloupe	☐ Nauru	☐ Switzerland
☐ Bosnia and Herzegovina	☐ Guam	☐ Nepal	☐ Syria
☐ Botswana	☐ Guatemala	☒ X Netherlands	☐ Taiwan
☐ Bouvet Island	☐ Guernsey	☐ New Caledonia	☐ Tajikistan
☐ Brazil	☐ Guinea	☐ New Zealand	☐ Tanzania
☐ British Indian Ocean Territory	☐ Guinea-Bissau	☐ Nicaragua	☐ Thailand
☐ British Virgin Islands	☐ Guyana	☐ Niger	☐ The Gambia
☐ Brunei	☐ Haiti	☐ Nigeria	☐ Timor-Leste
☐ Bulgaria	☐ Heard Island and McDonald Islands	☐ Niue	☐ Togo
☐ Burkina Faso	☐ Honduras	☐ Norfolk Island	☐ Tokelau
☐ Burundi	☐ Hong Kong	☐ Northern Mariana Islands	☐ Tonga
☐ Cambodia	☐ Hungary	☐ North Korea	☐ Trinidad and Tobago

- | | | | |
|--|-----------------------------------|--|--|
| ☐ | ☐ | ☐ | |
| ☐ Cameroon | ☐ Iceland | ☐ North Macedonia | ☐ Tunisia |
| ☐ Canada | ☐ India | ☐ Norway | ☐ Turkey |
| ☐ Cape Verde | ☐ Indonesia | ☐ Oman | ☐ Turkmenistan |
| ☐ Cayman Islands | ☐ Iran | ☐ Pakistan | ☐ Turks and
Caicos Islands |
| ☐ Central African
Republic | ☐ Iraq | ☐ Palau | ☐ Tuvalu |
| ☐ Chad | ☐ Ireland | ☐ Palestine | ☐ Uganda |
| ☐ Chile | ☐ Isle of Man | ☐ Panama | ☐ Ukraine |
| ☐ China | ☐ Israel | ☐ Papua New
Guinea | ☐ United Arab
Emirates |
| ☐ Christmas Island | ☐ Italy | ☐ Paraguay | ☐ United Kingdom |
| ☐ Clipperton | ☐ Jamaica | ☐ Peru | ☐ United States |
| ☐ Cocos (Keeling)
Islands | ☐ Japan | ☐ Philippines | ☐ United States
Minor Outlying
Islands |
| ☐ Colombia | ☐ Jersey | ☐ Pitcairn Islands | ☐ Uruguay |
| ☐ Comoros | ☐ Jordan | ☐ Poland | ☐ US Virgin Islands |
| ☐ Congo | ☐ Kazakhstan | ☐ Portugal | ☐ Uzbekistan |
| ☐ Cook Islands | ☐ Kenya | ☐ Puerto Rico | ☐ Vanuatu |
| ☐ Costa Rica | ☐ Kiribati | ☐ Qatar | ☐ Vatican City |
| ☐ Côte d'Ivoire | ☐ Kosovo | ☐ Réunion | ☐ Venezuela |
| ☐ Croatia | ☐ Kuwait | ☐ Romania | ☐ Vietnam |
| ☐ Cuba | ☐ Kyrgyzstan | ☐ Russia | ☐ Wallis and
Futuna |
| ☐ Curaçao | ☐ Laos | ☐ Rwanda | ☐ Western Sahara |
| ☐ Cyprus | ☐ Latvia | ☐ Saint Barthélemy | ☐ Yemen |
| ☐ Czechia | ☐ Lebanon | ☐ Saint Helena | ☐ Zambia |
| | | Ascension and Tristan da Cunha | |
| ☐ Democratic
Republic of the
Congo | ☐ Lesotho | ☐ Saint Kitts and
Nevis | ☐ Zimbabwe |
| ☐ Denmark | ☐ Liberia | ☐ Saint Lucia | |

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of**

transparency, the type of respondent (for example, 'business association', 'consumer association', 'EU citizen') country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published. Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

☐ I agree with the [personal data protection provisions](#)

A: Additional information about the respondent

1) Please indicate if you represent a specific interest:

- ☐ Inspection bodies
- ☐ Testing equipment manufacturers
- ☐ Vehicle and equipment manufacturers/ suppliers
- ☐ Automotive/ motorcycle federations
- ☐ Automobile clubs
- ☐ Other (please specify below*) ☐ No

specific interest

* The Ministry of Infrastructure and Water Management is the Dutch Ministry competent for all policy related to transport. The ministry bears policy responsibility for the policy field in which public authorities such as the RDW and ILT carry out public tasks.

The RDW (Netherlands Vehicle Authority) contributes to ensuring that road transport in the Netherlands is as safe, clean, economically viable and well-regulated as possible. Our tasks lie in the areas of the licensing of vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, supervision and control, registration and information provision, and issuing documents. We are responsible for the implementation of the periodic inspections in the Netherlands and the supervision thereof and responsible for the necessary changes in the vehicle registration database.

B: General assessment of current EU rules on roadworthiness

2. In your view, to what extent have the current EU rules on roadworthiness (all three Directives) been effective in improving road safety and contributing to the reduction of road fatalities and serious injuries in road transport in the EU?

☐ Very effective

☒ Effective

☐ Neutral

☐ Less effective

☐ Not effective

☐ I do not know / No opinion

3. In your opinion, how relevant are the current EU rules on periodic roadworthiness testing and technical roadside inspections in improving road safety?

	Very relevant	Relevant	Neutral	Less relevant	Not relevant	not know / No opinion
Periodic testing of high-speed tractors and heavy motorcycles	☐	☐	x	☐	☐	☐
Minimum standards for testing centres, facilities and equipment	☐	x	☐	☐	☐	☐
Minimum standards for inspectors' competence, training and objectivity	☐	x	☐	☐	☐	☐
Categorising deficiencies during the periodic inspection as either minor, major, or dangerous deficiencies	☐	☐	☐	x	☐	☐
Obliging Member States to perform roadside tests on a minimum share of commercial vehicles each year	x	☐	☐	☐	☐	☐
Different time intervals between periodic tests, according to the age of vehicle, and vehicle type	☐	x	☐	☐	☐	☐

4. In your opinion, how relevant are the current EU rules on periodic roadworthiness testing and technical roadside inspections in reducing air pollutant emissions?

	Very relevant	Relevant	Neutral	Less relevant	Not relevant	not know / No opinion
Periodic testing of high-speed tractors and heavy motorcycles	☐	☐	☐	x	☐	☐
Establishing minimum standards for testing centres, facilities and equipment	☐	☐	☐	x	☐	☐
Minimum standards for inspectors' competence, training	☐	x	☐	☐	☐	☐

and objectivity						
Categorising deficiencies during the periodic inspection as either minor, major, or dangerous deficiencies	☐	☐	☐	X	☐	☐
Obliging Member States to perform roadside tests on a minimum share of commercial vehicles each year	☐	X	☐	☐	☐	☐
Different time intervals between periodic tests, according to the age of vehicle, and vehicle type	☐	X	☐	☐	☐	☐

5. In your opinion, how relevant are the current EU rules on the registration documents for vehicles in facilitating free movement of goods and people within the EU?

	Very relevant	Relevant	Neutral	Less relevant	Not relevant	Not know / No Opinion
Obligation on Member States to recognise roadworthiness certificates upon change of ownership	X	☐	☐	☐	☐	☐

6. Please provide your opinion below on how effective are the current EU rules on periodic roadworthiness testing and technical roadside inspections in improving road safety?

	Very effective	effective	Neutral	Less effective	Not effective	Not know / No opinion
Periodic testing of high-speed tractors and heavy motorcycles	☐	☐	X	☐	☐	☐
Minimum standards for testing centres, facilities and equipment	☐	X	☐	☐	☐	☐
Minimum standards for inspectors' competence, training	☐	X	☐	☐	☐	☐

and objectivity						
Categorising deficiencies during the periodic tests as either minor, major, or dangerous deficiencies	☐	☐	☐	X	☐	☐
Obliging Member States to perform roadside tests on a minimum share of commercial vehicles each year	☐	X	☐	☐	☐	☐
Different time intervals between periodic tests, according to the age of vehicle, and vehicle type	☐	X	☐	☐	☐	☐

7. Please provide your opinion below on how effective are the current EU rules on periodic roadworthiness testing and technical roadside inspections in reducing air pollutant emissions?

	Very effective	Effective	Neutral	Less effective	Not effective	I don't know / No opinion
Periodic testing of high-speed tractors and heavy motorcycles	☐	☐	X	☐	☐	☐
Minimum standards for testing centres, facilities and equipment	☐	☐	☐	X	☐	☐
Minimum standards for inspectors' competence, training and objectivity	☐	X	☐	☐	☐	☐
Categorising deficiencies during the periodic tests as either minor, major, or dangerous deficiencies	☐	☐	☐	X	☐	☐
Obliging Member States to perform roadside tests on a minimum share of commercial vehicles each year	☐	X	☐	☐	☐	☐
Different time intervals between periodic tests, according to the age of vehicle, and vehicle type	☐	X	☐	☐	☐	☐

8. Please provide your opinion below on how effective are the current EU rules on the registration documents for vehicles in facilitating free movement of goods and people within the EU?

	Very effective	Effective	Neutral	Less effective	Not effective	I don't know / No opinion
Obligation on Member States to recognise roadworthiness certificates upon change ownership	☐	X	☐	☐	☐	☐

C: Main problems to address

Recent regulatory provisions on emissions and safety show the technical limits of current roadworthiness testing methods. With the introduction of advanced vehicle safety features and significantly strengthened emission legislation, vehicles will attain even higher levels of technical complexity. To keep pace with these trends, fundamentally new approaches in the field of vehicle testing and inspection methods are needed.

A possible future revision of the Roadworthiness Package would address the issues in the following areas:

- The lack of adequate methods to test electronic safety & driver assistance systems in technical roadside inspections;
- Vehicles with alternative powertrain technologies (eg. hybrid, full-electric, hydrogen) may require particular testing methods for their safety;
- Vehicles circulating on the roads with defects or with tampered components or software adversely impacting road safety and the environment;
- Relevant vehicle data are not sufficiently available to enforcement authorities in the EU Member States for cross-border traffic.

9. In your opinion, how important is that the following problems are addressed, in case of the revision of the EU roadworthiness rules?

	Very relevant	Moderately important	Neutral	Low importance	Not important	Do not know / No opinion
Methods for Periodical Technical Inspections (PTI) of vehicles to test electronic safety & driver assistance systems in vehicles	X	☐	☐	☐	☐	☐
Availability of relevant vehicle data to enforcement authorities in the EU Member States in cross-border traffic	X	☐	☐	☐	☐	☐
Vehicles circulating on the roads with defects or tampered components	X	☐	☐	☐	☐	☐

10. Do you have any further comment on the functioning and/or problems related to any of these EU roadworthiness rules?

1000 character(s) maximum

- Current EU legislation does not sufficiently take into account the rapid development of vehicles, making legislation quickly outdated.
- Regulations should offer opportunities and flexibility to innovate given the rapid development of vehicles (e.g. introduction of PN-measurement)
- PTI based on the use of a vehicle is difficult to enforce (e.g. tractors)
- The questions related to tractors and motorcycles are very difficult to answer as they are combined in one question. In the Netherlands motor cycles are currently not part of the PTI scope, tractors are. It is therefore rather difficult to give a clear answer to these questions
- Emission requirements of tractors are not covered by the 2014/45/EU. Tractors are not approved under the directive/regulation mentioned in 2014/45/EU Annex III 8.2.2 note 7 and therefore opacity measurement is not applicable.
- Comment re. question 9 'availability of relevant vehicle data to enforcement authorities in the EU Member States in cross-border traffic' → Why is this only relevant for cross-border traffic?

D: Policy measures

This section aims at identifying potential policy measures to overcome initially identified problems in view of a possible revision of the EU rules.

11. In your opinion, how important is it to include the following provisions in revising the EU rules on periodic roadworthiness testing

	Very important	Moderately important	Neutral	Low importance	Not important	No opinion/ Do not know
Extending the rules to powered two- and three-wheelers (L-category vehicles)	☐	☐	X	☐	☐	☐
Methods to test the functioning of safety-relevant electronic components, advanced driver assistance systems (ADAS) and automated functions	X	☐	☐	☐	☐	☐
New methods for measuring exhaust emissions, for example particle number (PN) and nitrogen oxides (NOx)	X	☐	☐	☐	☐	☐
New methods to test vehicles with alternative powertrain technologies (hybrid, full-electric, hydrogen)	X	☐	☐	☐	☐	☐
New methods for reading out on-board data stored in the vehicles	X	☐	☐	☐	☐	☐
Extending (or clarifying) existing rules on access to in-vehicle data for the purpose of periodic roadworthiness testing, with data protection safeguards	X	☐	☐	☐	☐	☐
Electronic Periodical Technical Inspection (ePTI) of vehicles	X	☐	☐	☐	☐	☐
New methods for tackling odometer fraud	X	☐	☐	☐	☐	☐
Ensuring that safety- and environment-relevant software updates have been done, e.g., as a result of vehicle recalls	X	☐	☐	☐	☐	☐
Mandatory data exchange of roadworthiness certificate data to verify their validity during the re-registration of a vehicle in another EU Member State	X	☐	☐	☐	☐	☐

New measures to enable a vehicle owner to obtain a valid roadworthiness certificate, to be accepted throughout the EU, in a Member State other than the Member State of registration of the vehicle	☐	X	☐	☐	☐	☐
Measures to specifically tackle noise-related tampering / non-compliance problems in two- and three-wheelers and quads (L-category vehicles)	X	☐	☐	☐	☐	☐

12. In your opinion, how important is it to include the following provisions in revising the EU rules on technical roadside inspections?

	Very important	Moderately important	Neutral	Low importance	Not important	No opinion /Do not know
Extending the rules to other vehicles, (e.g., light commercial vehicles, and passenger vehicles, including cars, powered two- and three-wheelers (N1, M1 and L-category vehicles)	X	☐	☐	☐	☐	☐
Extended emission testing (e.g., NOx and PN), including the use of remote sensing equipment	X	☐	☐	☐	☐	☐
Follow-up in the Member States of registration in case of a prohibition or suspension abroad	X	☐	☐	☐	☐	☐
Mandatory checks during roadside inspections of commercial vehicles to ensure the safe securing of cargo	X	☐	☐	☐	☐	☐
Granting roadside inspection authorities access to electronic data	X	☐	☐	☐	☐	☐
Extending (or clarifying) existing rules on access to in-vehicle data for the purpose of technical roadside inspections, with data protection safeguards	X	☐	☐	☐	☐	☐
Measures to specifically tackle noise-related tampering / non-compliance	X	☐	☐	☐	☐	☐

problems in vehicles inspected at the roadside						
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13. In your opinion, how important is it to include the following provisions in revising the EU rules on the registration documents for vehicles?

	Very important	Moderately important	Neutral	Low importance	Not important	No opinion / Do not know
Improved exchange of roadworthiness data between Member States in electronic format	X	☐	☐	☐	☐	☐
Full digitalisation of registration documents	X	☐	☐	☐	☐	☐
Adding odometer data to the vehicle register	X	☐	☐	☐	☐	☐
Adding data on major accidents of a vehicle to the vehicle register	X	☐	☐	☐	☐	☐

14. Do you have any suggestions for new provisions to be included in the EU roadworthiness rules, other than the possible policy measures at questions 11 to 13 above? Maximum 1000 characters

1) Life time compliance

- There is a need to have a continued link between manufacturers, authorities, repair and maintenance market and vehicle owners throughout the lifecycle of the vehicle in order to ensure lifetime compliance of the emission and safety control systems. During type approval there should already be a strong and clear link to maintenance, in service conformity, market surveillance, PTI and enforcement authorities in order to have the complete lifecycle of the vehicle in scope. The Netherlands is also pushing for life time compliance in light of the soon to be published Euro 7 proposal;
- It would involve simple checks and test procedures developed at type approval level that may have a limited scope but will be appropriate for checking at PTI and road side inspections the applicable emission levels and safety control systems. The checks on the emission and safety control system should be made effective, i.e., robust, simple and stringent, throughout the lifetime of the vehicle. The PTI has a 100% coverage of vehicles in use and is in potential an effective instrument to monitor the performance of the emission and safety control system throughout its lifetime;
- Vehicles should not be allowed to be altered, throughout the lifetime of the vehicle, in a way that the original functioning of the emission and safety control system is decreased or changed. It should be easy to check any deviations or alterations during PTI or a road side inspection.

2) Plume chasing within Roadside Inspections

- Consideration could be given to incorporating plume chasing checks as a roadside inspection. With plume chasing, the emissions are measured by a measuring car that follows the car to be checked on the road. By expanding the scope to other vehicles categories and to emissions and sound checks, sustainability, in addition to safety, will be given a fixed value within the roadside inspections.

E: Impacts

15. How would you assess the likely impact of the following potential measures, if these were included in the EU rules?

	Fully positive	Somewhat positive	Neutral	Somewhat negative	Fully negative	No opinion / Do not know
Making more vehicles subject to periodic inspections	☐	X	☐	☐	☐	☐
Making more vehicles subject to roadside inspections	X	☐	☐	☐	☐	☐
Methods to test the functioning of safety-relevant electronic components, advanced driver assistance systems (ADAS) and automated functions	X	☐	☐	☐	☐	☐
New methods for measuring exhaust emissions, for example particle number (PN) and NOx measurements, during periodic inspections	X	☐	☐	☐	☐	☐
Extending (or clarifying) existing rules on access to in-vehicle data for the purpose of periodic inspections and roadside inspection	X	☐	☐	☐	☐	☐
New methods for measuring exhaust emissions, for example particle number (PN) and NOx measurements, during roadside inspections, including the use of remote sensing equipment	X	☐	☐	☐	☐	☐
New methods to test vehicles with alternative powertrain technologies (hybrid, full-electric, hydrogen)	X	☐	☐	☐	☐	☐
New methods for reading out on-board data stored in the vehicles	X	☐	☐	☐	☐	☐
Electronic Periodical Technical Inspection (ePTI) of vehicles	X	☐	☐	☐	☐	☐
New methods for tackling odometer fraud	X	☐	☐	☐	☐	☐
Ensuring that safety- and environment-relevant software updates have been done, e.g., as a result of vehicle recalls	X	☐	☐	☐	☐	☐
Mandatory exchange of roadworthiness certificate data to verify their validity during the re-registration of a vehicle in another EU Member State	X	☐	☐	☐	☐	☐

Follow-up in the Member States of registration in case of a prohibition or suspension abroad	X					
Mandatory checks during roadside inspections of commercial vehicles to ensure the safe securing of cargo	X					
Improved exchange of roadworthiness data between Member States in electronic format	X					
Full digitalisation of registration documents	X					
Adding data on major accidents of a vehicle to the vehicle register	X					

16. Do you have any comment on other potential impacts (not mentioned above) of the possible policy measures? Maximum 1000 characters

We believe that question 15 is not very well formulated. It is not specified what kind of impact is meant (e.g. related to costs, road safety, emissions) and it also not clear whether with impact something positive or negative is meant. We have now answered the question from a road safety and environmental perspective, but the feasibility of different policy measures (e.g. making more vehicle categories subject to technical inspections) is something that should be carefully examined.

F: EU added value

17. To what extent do you agree with following statements?

(For the purpose of answering some of the questions below, please note that EU “Regulations” are EU rules which are directly binding on Member States across the EU, whereas EU “Directives” are EU rules implemented through national laws. Currently, the EU rules on periodic testing, registration documents, and roadside inspections, are implemented through Directives.)

	Fully Agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Completely disagree	No Opinion
The objectives of the revision of the EU rules on roadworthiness could be better accomplished through deployment of non-legislative tools based on guidance or recommendations by the Commission	☐	☐	☐	☐	X	☐

The objectives on periodic roadworthiness testing could be achieved better through a Regulation rather than a Directive	☐	☐	☐	☐	X	☐
The objectives on technical roadside inspections could be achieved better through a Regulation rather than a Directive	☐	☐	☐	☐	X	☐
The objectives on registration of documents could be achieved better through a Regulation rather than a Directive	☐	☐	☐	☐	X	☐
The EU rules on roadworthiness have added value for citizens and businesses, compared to what could be achieved by Member States at national and/or regional and international level	☐	X	☐	☐	☐	☐

Section F: Final remarks

18. You may want to add further comments to the replies already provided (maximum 2000 characters):

The Netherlands welcomes the revision of the RWP which comes at a good time. Many new developments will have an impact on how we will test vehicles in the future. The General Safety Regulation outlines new safety features for vehicles. Furthermore, upcoming legislative developments such as Euro 7/VII and changes in RRR (Triple R) and End-of-Life Vehicles (ELV), show that this is an excellent timing to ensure lifetime compliance with a comprehensive testing and surveillance scheme for vehicles. Inspections need to be better adapted to potential tampering with safety or emission related systems. Finally, vehicle data and digitalization play an increasingly important role. The improvement of data exchange between the Member States (MS), the digitalization of registration documents and further harmonization of the re-registration process will most likely result in better transparency and prevention of fraud and reduce administrative burdens.

19. If you would like to attach a document to complement or to support your reply you can do so here (box to upload a document):

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

Contact

MOVE-RW-OPC@ec.europa.eu