The European Commission Proposal for a New Roadworthiness Package – Considerations on Costs and Benefits

Walter Nissler

Policy Officer, Road Safety Unit, DG Mobility and Transport

European Commission
The Roadworthiness Package

Elements and considerations on costs & benefits
Situation Today

Fatalities – evolution 2001-2012

Source: CARE (EU road accidents database)
- National data

Older vehicles and accidents

Source: CARE (EU road accidents database)
Objectives of the proposal

- Harmonised, high quality of periodic roadworthiness tests
- Lowering administrative burdens, increased efficiency of roadside inspections
- Reduction of the emissions of GHG and air pollutants from road transport

-> expected benefits: 1,200 fatalities less p.a.
The roadworthiness package

- Regulation on periodic roadworthiness test to replace Directive 2009/40

- Regulation on technical roadside inspections to replace Directive 2000/30

- Directive on registration documents to replace Directive 1999/37
Proposal on periodic roadworthiness tests

- To cover all powered vehicles used on public roads, including two/three wheelers, trailers
- Test intervals aligned to the risk
  - 4-2-1 (annual test for vehicles older than 6 years)
- Provide for testing of electronic safety components
- Harmonised assessment of defects
Proposal on periodic roadworthiness tests

- Common minimum standards for test equipment and skills of inspectors
- Common minimum standards for supervision of test centres
- Provide for detection of mileage fraud
- Preparation for the establishment of an EU electronic vehicle information platform
Proposal on technical roadside inspections

- Include light vans and their trailers.
- Risk based approach for selection of vehicles based on a risk-rating scheme
- Minimum amount of roadside inspections
- Harmonised catalogue of test items and test methods
- Harmonised assessment of defects
Proposal on technical roadside inspections

• *Inclusion of checking of cargo-securing*

• *Harmonised standards for skills of inspectors*

• *Use of mobile inspection units to increase efficiency of in-depth tests.*

• *Enhanced cooperation between Member States.*

• *Harmonised reporting on test results*
Proposal on amendments to Registration Directive

- **Compulsory suspension of registration for technically dangerous vehicles**

- **Establish national electronic vehicle-registration registers containing type approval data and control results**

- **Provide for a follow up of notifications of "end of life" vehicles or re-registration in another Member State**
## Costs detail

<table>
<thead>
<tr>
<th>Additional testing of PTWs (€ million)</th>
<th>Annual testing of older cars (€ million)</th>
<th>Equipment (€ million)</th>
<th>Better skilled and trained staff (€ million)</th>
<th>Supervision (€ million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>273.5</td>
<td>2,211</td>
<td>79.1</td>
<td>263.3</td>
<td>42.6</td>
</tr>
</tbody>
</table>
## Benefit detail

<table>
<thead>
<tr>
<th>Avoided accidents</th>
<th>Lives saved</th>
<th>Avoided severe injuries</th>
<th>Avoided slight injuries</th>
<th>Environmental benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>34,669</td>
<td>1,216</td>
<td>8,976</td>
<td>33,122</td>
<td>18.2 million ton CO$_2$ saved</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,979.5 ton NO$_x$ equivalent saved</td>
</tr>
</tbody>
</table>
## Cost / Benefit Overview

<table>
<thead>
<tr>
<th>Cost (€ million)</th>
<th>Monetized benefit (€ million)</th>
<th>Monetized benefit/cost ratio</th>
<th>Other benefits (not included in the benefit/cost ratio)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,869</td>
<td>5,707</td>
<td>1,991</td>
<td>~ 10,000 new jobs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>~ € 820 Mio benefit from roadside inspections estimated</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>~ € 2,979 Mio - € 4,733 Mio benefit for 2nd hand car market and re-registration</td>
</tr>
</tbody>
</table>
Thank you