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**REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND
THE COUNCIL**

**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 2011-2012

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1. INTRODUCTION

In the interest of road safety, environmental protection and fair competition, European legislation provides for a set of measures to ensure that commercial vehicles on European roads are in good condition. These include:

- rules on admission to the occupation, which require transport operators to have sufficient financial capacity to ensure the proper maintenance of vehicles (Regulation (EC) No 1072/2009¹);
- periodic roadworthiness tests of vehicles, to be carried out in Member States for vehicles registered on their territory, with a minimum frequency laid down at European level (Directive 2009/40/EC²);
- technical roadside inspections — the subject of this report — ensuring that commercial vehicles are only used if they are maintained such as to ensure a high level of technical roadworthiness (Directive 2000/30/EC³).

Under Directive 2000/30/EC, commercial vehicles and their trailers and semi-trailers circulating on the territories of the Member States are subject to technical roadside inspections of their roadworthiness, in order to improve road safety and protect the environment.

Article 6 of Directive 2000/30/EC provides that, every two years, Member States should provide the Commission with data collected for the previous two years relating to:

- the number of commercial vehicles checked, grouped into seven categories as per the Directive and further grouped by country of registration;
- the items checked; and
- the deficiencies discovered.

The Directive lists nine different points (see section 4 below) that may be subject to a technical roadside inspection. If any of the items checked do not comply with the relevant road safety requirements, the vehicle could be banned from the road. Any deficiencies in the vehicle inspected must be mentioned in the inspection reports that must be given to the vehicle's driver. The Directive requires the Commission to submit a report to the Council and the European Parliament on how the Directive has been applied, based on data received from the Member States, together with a summary of the results obtained.

On 3 April 2014, the European Parliament and the Council revised the Directive on technical roadside inspection through Directive 2014/47/EU.⁴ The revised version of the Directive introduces *inter alia* an EU-wide target for the number of technical roadside inspections to be carried out. To allow for the smooth implementation of this new requirement when it comes into force in 2018, this report provides information relating to the future EU-wide target of 5 % of registered heavy commercial vehicles to be checked.

¹ Regulation (EC) No 1072/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international road haulage market (recast), OJ L 300, 14.11.2009, p. 72.

² Directive 2009/40/EC of the European Parliament and of the Council of 6 May 2009 on roadworthiness tests for motor vehicles and their trailers (Recast), OJ L 141, 6.6.2009, p. 12.

³ 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, OJ L 203, 10.8.2000, p. 1.

⁴ 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, OJ L 127, 29.4.2014, p. 134.

2. DIRECTIVE 2000/30/EC

Directive 2000/30/EC, as amended,⁵ — which is applicable until 19 May 2018 — sets out a number of conditions for technical roadside checks on commercial vehicles circulating in the EU.

A technical roadside inspection means an unannounced examination of a commercial vehicle circulating within the territory of a Member State. The inspection is carried out by the authorities, or another body acting under their supervision, and is usually carried out on public highways.

All technical roadside inspections must be carried out without discriminating on the grounds of the driver's nationality or the country in which the commercial vehicle was registered or entered into service. They must also be undertaken so as to minimise the costs and delay for drivers and operators.

A targeted approach should be adopted in selecting commercial vehicles for technical roadside inspection, placing particular importance on identifying vehicles that seem most likely to be poorly maintained.

Roadside inspections are carried out in a stepwise approach. An initial inspection covers a visual assessment of the vehicle's maintenance condition when stationary. If the vehicle's condition seems to represent a safety risk that justifies further examination, the vehicle may be subjected to a more elaborate test at a testing centre in the vicinity. The outcome of each roadside inspection must be documented in a technical roadside inspection report that follows the model set out in the Directive. This information provides the basis for the information Member States are required to communicate to the European Commission.

If a commercial vehicle with dangerous deficiencies presents a serious risk to road safety, its use may be prohibited until these deficiencies have been rectified. Foreign vehicles with serious deficiencies must be notified to the Member State of origin to allow for appropriate follow-up.

3. DATA COMMUNICATED BY MEMBER STATES

This is the fourth report on how Directive 2000/30/EC is applied in Member States; it covers the period 2011-12. The data collected by Member States relating to this period was supposed to be provided to the Commission by 31 March 2013 at the latest.

However, data was not always communicated in a timely manner. Fifteen Member States (Belgium, Bulgaria, the Czech Republic, Denmark, Germany, Estonia, Italy, Latvia, Malta, the Netherlands, Austria, Poland, Romania, Slovakia and Sweden) met the deadline and provided data on the number of vehicles checked, grouped by category and country of registration, as well as data on items checked and defects noted. After the Commission had entered bilateral dialogues with the remaining 12 Member States, they provided the required data. Finally, the last data from Member States was received on 6 May 2014.

In order to facilitate communication of information as required by Article 6 of Directive 2000/30/EC, the Commission and Member State experts have developed a standardised format for reporting. Use of this standardised format greatly facilitates data collection; however, this is not obligatory. The majority of reports from Member States followed the recommended format, even when printed tables were submitted. The Czech Republic, Germany, Spain, France, Poland, Slovenia and Finland did not use the standardised format.

⁵ Commission Directive 2010/47/EU of 5 July 2010 adapting to technical progress Directive 2000/30/EC, OJ L 173, 8.7.2010, p. 33.

The various Member States provided the data at varying levels of completeness. Only a few Member States — the Czech Republic, Greece, Latvia, Austria, Poland and Slovenia — submitted data on vehicles registered outside the EU. Bulgaria, the Czech Republic, Denmark, Estonia, France, Luxembourg, Netherlands, Slovakia and Slovenia provided statistics for 2011 and 2012 separately. Some Member States (Denmark, Spain, France, Poland and Slovenia) did not report key data on all vehicle categories, inspection points or the origin of vehicles checked. Spain and Finland were the only Member States which did not provide information on prohibited vehicles at all. Also, some Member States provided multiple data sets, for instance data reported by their Ministry of Transport and their national police department. In general, those Member States using the standardised format for collecting information provided a more complete set of data to the Commission.

4. CONTENT OF THE INSPECTION

The points likely to be checked and to be included in the data sent by Member States are, at a minimum, those referred to in point 10 of the specimen report set out in Annex I to Directive 2000/30/EC, as amended. These are:

- identification;
- braking equipment;
- steering;
- visibility;
- lighting equipment and electric system;
- axles, wheels, tyres, suspension;
- chassis and chassis attachments;
- other equipment, including tachograph and speed limitation devices;
- nuisances, including emissions and spillage of fuel and/or oil.

5. STATISTICAL DATA

In order to get comparable information on the vehicles checked by Member States, it was necessary to break down the numbers for road trains and articulated vehicles into lorries and trailers, and lorries and semi-trailers, respectively. Figures resulting from this split are shown in italics throughout this report.

5.1. Percentage of vehicles inspected

The total number of vehicles checked was **8145984** vehicles for 2011-12. During this period, the number of registered commercial vehicles in the EU was **8830451** vehicles. The ratio of vehicles checked in 2011-12 to the overall fleet is **92.25 %**, which corresponds to **46.12 %** of the overall fleet being subject to roadside checks each year.

Among the Member States, the ratio of the average number of vehicles inspected each year to the number of registered commercial vehicles differs significantly, covering a range from 0.3% up to more than 100%. These differences may be partly explained by the various reporting methods used: for example, some Member States (such as Germany, France and

Poland) reported data including initial inspections, while others reported only the more elaborate checks they carried out. The variations could also be explained by the different systems of checks used by Member States, ranging from basic inspections without any equipment to highly sophisticated, elaborate tests using mobile inspection units or test centres in close vicinity.

Table 1: Percentage of vehicles inspected

Member State	Vehicles checked (2011–12)	Registered vehicles category N2, N3, M2, M3, O3 and O4	Ratio total per annum*
Belgium	18 799	253 440	3.71 %
Bulgaria	595 905	293 930**	101.37 %
Czech Republic	160 285	211 794**	37.84 %
Denmark	27 781	92 911	14.95 %
Germany	2 881 859	963 763**	149.51 %
Estonia	1 791	44 596**	2.01 %
Ireland	11 988	107 610**	5.57 %
Greece	28 276	472 955**	2.99 %
Spain	388 505	869 934**	22.33 %
France	1 431 117	758 788**	94.30 %
Italy	65 053	1 070 184**	3.04 %
Cyprus	1 133	27 178	2.08 %
Latvia	5 822	47 272**	6.16 %
Lithuania	83 342	109 019**	38.22 %
Luxembourg	901	18 615**	2.42 %
Hungary	328 202	160 112**	102.49 %
Malta	3 852	10 994**	17.52 %
Netherlands	11 471	310 833	1.85 %
Austria	32 227	98 897	16.29 %
Poland	1 710 675	914 776**	93.50 %
Portugal	709	116 455**	0.30 %
Romania	22 260	346 418**	3.21 %
Slovenia	4 534	45 673**	4.96 %
Slovakia	18 074	271 770**	3.33 %
Finland	23 609	189 447	6.23 %
Sweden	39 597	148 528	13.33 %
United Kingdom	248 217	874 564**	14.19 %
Total	8 145 984	8 830 451	46.12 %

* Ratio total per annum equals the average number of individual Member State checks each year divided by the total number of vehicles registered in this Member State.

** Numbers are derived from data provided by Eurostat.

5.2. Overall number of vehicles checked and their origin

Article 3 of Directive 2000/30/EC sets out the non-discriminatory spirit of inspections to be performed. Several Member States, especially Belgium, Luxembourg and Austria, reported higher proportions of foreign vehicles having been subject to roadside inspection, while other Member States with significant transit traffic reported a more balanced distribution of inspections of resident and non-resident vehicles. While this may be due to other factors, unrelated to the nature of the inspection, the findings for Belgium and Luxembourg were similar in the previous report on implementation of the Directive.⁶

Table 2: Origin of vehicles checked

Reporting Member State (MS)	Registered in the MS	Registered in another MS	Registered outside the EU	Total	Vehicles of the MS (%)
Belgium	6 887	11 430	482	18 799	36.6 %
Bulgaria	520 477	75 428		595 905	87.3 %
Czech Republic	103 641	53 401	3 243	160 285	64.7 %
Denmark*				27 781	
Germany	1 833 789	921 213	126 857	2 881 859	63.6 %
Estonia	1 732	53	6	1 791	96.7 %
Ireland	11 988			11 988	100.0 %
Greece	22 569	4 779	928	28 276	79.8 %
Spain	366 205	22 300		388 505	94.3 %
France	721 796	694 157	15 164	1 431 117	50.4 %
Italy	46 958	14 846	3 249	65 053	72.2 %
Cyprus	1 133			1 133	100.0 %
Latvia	4 781	1 041		5 822	82.1 %
Lithuania	55 201	28 141		83 342	66.2 %
Luxembourg	112	789		901	12.4 %
Hungary	252 209	75 993		328 202	76.8 %
Malta	3 820	32		3 852	99.2 %
Netherlands	6 999	4 472		11 471	61.0 %
Austria	14 019	16 650	1 558	32 227	43.5 %
Poland	1 574 898	64 572	71 205	1 710 675	92.1 %
Portugal	657	52		709	92.7 %
Romania	21 987	273		22 260	98.8 %
Slovenia	3 298	1 236		4 534	72.7 %
Slovakia	14 825	3 249		18 074	82.0 %
Finland	13 156	2 102	8 351	23 609	55.7 %
Sweden	32 656	6 941		39 597	82.5 %
United Kingdom	126 502	121 715		248 217	51.0 %
Total	5 762 295	2 124 865	231 043	8 145 984	70.7 %

* Denmark did not provide information on origin for the majority of vehicles checked.

⁶COM(2013) 303.

5.3. Prohibited vehicles

Vehicles with dangerous deficiencies that present a serious risk to its occupants or other road users may be prohibited from further use until those deficiencies have been rectified. According to the information sent by Member States, the proportion of vehicles prohibited in relation to all vehicles checked varies considerably from one Member State to another, from a high of **87.6 % in Estonia** to just **0.6 % in Poland**.

The figures seem to indicate that targeting technical roadside inspections on poorly maintained vehicles, as currently done in Luxembourg, Austria and the United Kingdom, increases operational effectiveness and decreases administrative burden. Member States adopting this approach seem to have a higher capture rate of faulty vehicles with fewer checks than other Member States that conduct a higher number of inspections. This is the case for **Estonia, Luxembourg and Malta**, which have the highest prohibition rate, while **Denmark, Germany, the Netherlands and Poland** show the lowest rates for the prohibition of vehicles registered in the EU. Member States reporting particularly high numbers of checks tend to show low rates of prohibitions or defects detected.

Table 3: Proportion of prohibited vehicles in relation to all vehicles checked

Reporting Member State	Vehicles registered in the reporting Member State			Vehicles registered in the EU (including reporting Member State)		
	Number of vehicles checked	Number of prohibitions	Ratio of prohibitions (%)	Number of vehicles checked	Number of prohibitions	Ratio of prohibitions (%)
Belgium	6 887	589	8.6 %	18 317	1 140	6.2 %
Bulgaria	520 477	10 043	1.9 %	595 905	12 584	2.1 %
Czech Republic	103 641	2 595	2.5 %	157 042	3 340	2.1 %
Denmark				27 781	211	0.8 %
Germany	1 833 789	13 772	0.8 %	2 755 002	31 817	1.2 %
Estonia	1 732	1 517	87.6 %	1 785	1 544	86.5 %
Ireland	11 988	5 200	43.4 %	11 988	5 200	43.4 %
Greece	22 569	1 266	5.6 %	27 348	1 378	5.0 %
Spain	366 205			388 505		
France	721 796	76 448	10.6 %	1 415 953	191 896	13.6 %
Italy	46 958	6 710	14.3 %	61 804	7 960	12.9 %
Cyprus*	1 133	1 684	148.6 %	1 133	1 684	148.6 %
Latvia	4 781	317	6.6 %	5 822	403	6.9 %
Lithuania	55 201	827	1.5 %	83 342	1 142	1.4 %
Luxembourg	112	82	73.2 %	901	531	58.9 %
Hungary	252 209	4 314	1.7 %	328 202	6 239	1.9 %
Malta	3 820	1 895	49.6 %	3 852	1 900	49.3 %
Netherlands	6 999	166	2.4 %	11 471	134	1.2 %
Austria	14 019	5 851	41.7 %	30 669	14 477	47.2 %
Poland	1 574 898	9 228	0.6 %	1 639 470	9 228	0.6 %
Portugal	657	15	2.3 %	709	16	2.3 %
Romania	21 987	8 815	40.1 %	22 260	8 875	39.9 %
Slovenia	3 298	52	1.6 %	4 534	83	1.8 %
Slovakia	14 825	3 515	23.7 %	18 074	4 093	22.6 %
Finland	13 156			15 258		
Sweden	32 656	3 812	11.7 %	39 597	7 043	17.8 %
United Kingdom	126 502	40 022	31.6 %	248 217	87 563	35.3 %
Total	5 762 295	198 735	3.4 %	7 914 941	400 481	5.1 %

* Cyprus reported the number of failures instead of number of prohibitions.

5.4. Types of deficiencies and data by Member State

The most frequent deficiencies detected during inspections concern the roadworthiness condition of:

- lighting equipment and electric system (**47.0 %**);
- axles, wheels, tyres, suspension (**24.6 %**); and
- chassis and chassis attachments (**11.8 %**).

As shown in Annex I, these figures highlight the importance of roadside inspections for road safety. Comparing data with the previous reporting period shows that similar problematic areas were also identified then.

For deficiencies relating to **emissions and leakages** — which, in addition to being a road safety hazard, can also have an impact on the environment — there has been a decrease of three percentage points (from 4.1 % to 1.0 %) in the ratio of spillage of fuel and/or oil since the previous reporting period.

Even within the different items to be tested — such as **braking equipment** for example — considerable differences in deficiency rates were reported, ranging from **1.9 %** in **Estonia** to **47.3 %** in the **United Kingdom**. This may be due to the different testing methods applied by Member States. When it becomes applicable, Directive 2014/47/EU will introduce greater harmonisation in testing methods, assessment of deficiencies and use of test equipment for more detailed technical roadside inspections.

Data submitted by Member States on the number of inspections made on vehicles registered in non-EU countries is still not sufficient to draw significant conclusions on their roadworthiness condition.

Annex II to this report provides an overview of the number of vehicles checked in Member States by country of registration and the ratio of prohibitions issued.

6. TYPES OF PENALTIES

The Directive does not set out a system of penalties for any infringements discovered. Penalties are to be set by Member States, without discrimination on the grounds of the driver's nationality or of the country in which the vehicle was registered or entered service.

If it becomes evident that a commercial vehicle presents a serious risk to its occupants or other road users, the authority or inspector carrying out the inspection is empowered under Directive 2000/30/EC to prohibit the use of a vehicle until the dangerous deficiencies discovered have been rectified.

Serious deficiencies found in a commercial vehicle belonging to a non-resident, in particular those that lead to its use being prohibited, must be notified to the competent authorities of the Member State where it is registered.

The competent authorities of the Member State that found the serious deficiency may ask the competent authorities of the Member State where the vehicle is registered to take appropriate measures, such as subjecting the vehicle to a further roadworthiness inspection. However, no reporting is required on such cases.

7. SUMMARY CONCLUSIONS

Compliance with reporting obligations has improved, although reports from Member States still lack some key statistical data, notably on vehicle categories, inspection points, origin of vehicles checked and number of prohibitions imposed. Member States did not always meet the deadline set in legislation for providing data; in some cases, these were only provided when the Commission had launched bilateral inquiries with the relevant Member State authorities. Some Member States continue not to use the standardised electronic format that the Commission has recommended for submitting data. The Commission continues to recommend that the standardised electronic format be used, as this will support the submission of more complete data.

Several conclusions can be drawn from this report on roadside inspections of commercial vehicles circulating within the EU.

The annual total number of vehicles checked in the EU represents more than **40 %** of the commercial vehicle fleet for the EU as a whole, ranging from less than 1 % in Portugal to more than 100 % in Germany, Hungary and Bulgaria. The future EU target of 5 % — stipulated in the new roadside inspection Directive 2014/47/EU — should therefore be easily reachable for all Member States. However, 11 Member States remain substantially below the EU target and should therefore increase their technical roadside inspection activity.

The proportion of domestic vehicles out of the total number of vehicles checked also varies substantially. In Belgium, Luxembourg and Austria, where the proportion of checks on domestic vehicles is below 50 %, efforts should be made to ensure a more balanced rate of checks, more in line with those in other Member States with significant transit traffic.

The proportion of vehicles prohibited in relation to all vehicles checked shows sizeable variations, from less than 1 % in Poland to more than 80 % in Estonia. The figures reported suggest that the efficiency of technical roadside inspections can be increased by better targeting the checks that are carried out. The administrative burden for both enforcement authorities and transport operators could also be reduced through better targeting. The new roadside inspection Directive 2014/47/EU requires Member States to change their inspection systems, moving from carrying out purely random checking to a more targeted approach.

The most frequent deficiencies detected during inspections concern the roadworthiness condition of lighting equipment, wheels, tyres and chassis. However, significant variations in these deficiency rates can be seen across Member States. The European Commission encourages Member States to pay particular attention to the categories of deficiencies that continue to be most problematic and to adjust the inspection methods they use accordingly.