

MEPs explain benefits of new roadworthiness rules

New roadworthiness rules

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USPA NEWS - Up to 2,000 people die in Europe every year due to vehicles unfit for the road, but new rules approved by the EP's transport committee on 30 May aim to reduce this number significantly. The legislative package includes minimum standards for checking vehicle maintenance.

A risk-based system for roadside inspections on commercial vehicles as well as rules on the registration of vehicles. MEPs are expected to vote on the proposals during the July plenary.

Road worthiness

The transport committee rejected a Commission proposal to test cars more than six years old every year and instead said that cars more than four years old should be tested every second year.

The package also includes minimum standards for periodic roadworthiness tests. "It establishes a regime of periodic roadworthiness tests of vehicles on the basis of minimum standards to ensure a high level of road safety and environmental protection," said Werner Kuhn.

A German member of the EPP group who is responsible for steering the proposal for periodic testing through EP.

Roadside inspections

The Committee also approved a risk rating system for conducting roadside inspections on commercial vehicles. The purpose is to better target vehicles operated by companies with a poor track record.

These measures should make European roads much safer. "According to the European Commission the number of fatalities caused by technical defects should be reduced by as close as possible to 1,100 yearly," said Olga Sehnalova, a Czech member of the S&D group who is responsible in the EP for the proposal regarding roadside inspections.

Registration documents

Vilja Savisaar-Toomast, who is guiding the proposal for registration documents through Parliament, pleaded in favour of more harmonisation. The Estonian member of the ALDE group said: "If we're serious about cleaning out our roads from all risky and environmentally inefficient vehicles, we must have clear and consistent rules across Europe, especially when these vehicles get a new owner or are transferred to another member state," she said.

Better coordination

The committee also gave its support to rules for better EU coordination when cancelling or suspending the registration of dangerous vehicles.

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