



ROYAL NORWEGIAN MINISTRY  
OF TRANSPORT AND COMMUNICATIONS

*The Minister*

Mr. Efthemios Flourentzou,  
Minister of Communication and Works, Cyprus  
President of the Council of the European Union

Oslo, 29th October 2012

**Proposal for a Regulation of the European Parliament and of the Council  
on periodic roadworthiness tests for motor vehicles and their trailers and  
repealing Directive 2009/40/EC**

Dear Mr. Flourentzou,

I write to you in your capacity as President of the Council of the European Union.

Please let me inform you that I welcome the Commission proposal and your engagement to prioritize the work on this proposal. It constitutes an ambitious step towards harmonized rules on roadworthiness testing and thereby towards increased road safety - not only for the European Union, but also for the European Economic Area, which includes Norway. I have the following comments to the questions suggested by the Presidency in preparation for the discussion of the Council meeting 29 October:

Question 1:

**Do you agree that a sufficient degree of harmonization of testing can better be reached by the legislative initiative(s), as proposed by the Commission?**

I support the initiative(s) to integrate the soft-law measures on roadworthiness tests into the legislative text, in order to achieve a sufficient degree of harmonization and quality of testing across the EU. I also mainly support the proposed points of inspection and the methods and instruments of control.

However, I do question the proportionality of some of the specific testing equipment, and believe this should be further examined. Furthermore, I mainly support the demands on the minimum competence and training requirements of inspectors. I consider, though, the proposal too ambitious on this point. I believe the extensive coursing and certification of inspectors as required in the proposal, will amount to considerable costs for the industry and make it more difficult to retrieve qualified

inspectors. I therefore believe that the proposal should be modified on this point.

Question 2:

**Do you consider that the list of vehicles to be submitted to periodic roadworthiness tests and the frequency of these tests, as proposed by the Commission, are crucial drivers to achieve the underlying objectives of the proposal?**

I do not consider this crucial for the objectives of the proposal.

I do not support the incorporation of two wheelers in the regime, as I believe that the link between accidents and technical failure should be further scrutinized. National statistics concerning accidents involving two-wheelers, indicates that technical failure as a (contributing) cause of accidents is modest. According to these statistics, other risk factors are the main causes of accidents. In addition, two-wheelers are often used on a seasonable basis due to climate conditions. On this basis, the proposal of including two wheelers in the periodic testing regime, seems not to be proportionate.

I also question the initiative of including light trailers in the testing regime. We have little reliable statistic data to support the inclusion of these trailers into the periodic testing regime nationally. Furthermore, the amount of light trailers to be included in the regime, is extensive. On the basis of cost/benefit-considerations I believe the inclusion of these trailers into the regime, not to be proportionate. Consequently, I do not support the Commission proposal on this point. I believe targeted roadside checks of these trailers to be a more adequate measure in order to achieve increased road safety.

As to the proposed inclusion of tractors with a design speed exceeding 40 km/h, I suggest the periodic tests should be limited to such vehicles with a mileage exceeding a certain qualified level, in order to avoid unnecessary costs for owners of tractors that are solely used for agricultural purposes.

I am also unsure as to the suggested frequency of periodic tests in the proposal, which imposes an increased burden on vehicle owners. I fear that the proposed frequency will lead to disproportionate costs for the vehicle owners and to capacity problems for the workshops.

Yours sincerely,



Marit Arnstad

*A copy of this letter has been brought to the attention of the Ministers of Transport of the European Union and to the Secretariat of the Council.*

