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General Secretariat

PUBLIC

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**WORKING DOCUMENT**

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| From: | General Secretariat of the Council |
| To: | Working Party on Land Transport |
| N° prev. doc.: | ST 12271/3/25 REV 3 |
| N° Cion doc.: | ST 8255/25 |
| Subject: | Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union<br>- Further revised presidency compromise<br>= Comments from Ireland |

Delegations will find attached comments from **Ireland** on the above-mentioned document.

**IE Comments - st12271-re03.en25**

*General Comments*

We thank the Presidency for their efforts to advance this important road safety package. While we maintain a scrutiny reservation on the proposal, Ireland fully supports the proposal's objectives, and recognise the significant potential benefits for the citizen in terms of improved road safety, environmental and health benefits.

Ireland also thanks the Commission and other Member state teams for facilitating the Roadworthiness Expert Group Meeting on the 30th September, which was very useful and informative, and helped to resolve a number of initial uncertainties we held regarding elements of the Commission's proposal.

In this regard, Ireland is particularly disappointed with the proposed complete removal of Art 4a on remote sensing of the RSI Directive, given how in our view, the presentation provided to experts on 30 Sept answered a lot of questions about the practicalities of implementation. We feel that with some further adjustments, the Commission's original proposal could have been made more feasible, while retaining achievable common targets for Member States.

While acknowledging that this is a technology that many Member States do not have practical experience with and that there would therefore be some implementation challenges, we would hold a concern that the optional nature proposed by the Presidency for Member States to implement remote sensing under Art. 9(2) will mean that many Member States may choose not to implement this technology.

It seems clear that this technology has significant potential to improve the efficiency and positive detection rates of high-emitting vehicles at PTI and roadside controls, and as such, by removing the requirement for Member States to begin such testing, the envisioned health and environmental benefits for our citizens will be significantly diminished, and its absence in this Directive would represent a significant missed opportunity.

In a similar fashion, the proposed strengthening of measures to combat odometer fraud through more frequent odometer readings is another significant element of the proposal which is to the benefit of our citizens, and Ireland is happy to support this provision. We have some suggestions for additional data sources for readings which could also be considered – detailed below.

Nonetheless, timeframes for implementing all of the required IT changes will be significant and Ireland is of the view that 2 years will not be sufficient in general.

Finally, Ireland would like to comment that the presentation on the EU Digital Wallet on the 30th September was very useful. It would seem to be a very practical way to implement digital certificates such as registration documents and roadworthiness certificates. We would like to see further details on the development of these 2 document types/standards, notably in relation to updating the wallet in real-time once a registration document or RWC is amended or updated.

Some more detailed comments are outlined below.

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**Amendments to Directive 2014/45/EU**

- **Article 1 – (1)(a) Tractors**

T5 tractors are not defined in Regulation 167/2013 – can you clarify this category of tractor please?

- **Article 1 – (1)(b) – Motorcycle exemption**

While recognising that some Member States hold strong reservations against mandatory periodic technical inspections of motorcycles, Ireland recognises the potential road safety benefits of the Commission's proposal, and intend to introduce mandatory motorcycle testing. We had welcomed the discretion afforded to Member States to specify how they would implement this provision, which in our view, was a welcome flexibility that could help alleviate practical implementation challenges.

- **Article 4a - Odometer readings**

Ireland felt that the Belgian presentation on the 30th September demonstrated that the collection of odometer data would not be too onerous for Member States. Ireland would strongly support this provision.

Ireland welcomes the clarity provided by the addition of paragraph 2 in Article 4a relating to other service providers. Ireland understands that excluding these other service providers could lead to a significant reduction in data points however.

Ireland suggests including a provision to allow Member States to identify other points of contact between the state and vehicle owners which could be utilised to request odometer readings directly from citizens. For example, national annual motor taxation, annual insurance renewals and national change of vehicle ownership processes.

Ireland is also of the view that odometer readings for all vehicle types should be captured at periodic roadworthiness testing for the purposes of identifying odometer fraud.

While supporting the provision of odometer readings, Ireland has concerns in relation to the enforcement measures outlined in paragraph 6 and would seek more clarity in this regard.

Paragraph 4 – should the reference to paragraph 2 be changed to paragraph 3?

- **Article 5 – Data & Frequency of Testing**

T5 tractors are not defined in Regulation 167/2013 – can you clarify this category of tractor please?

- **Article 9 - Follow-up deficiencies**

Ireland thanks the Presidency for the inclusion of "battery management system".

- **Article 17 – NOx & PN**

Ireland welcomes the change to specify testing methods by implementing acts.

Ireland is in favour of testing for NOx emissions at PTI inspections. The presentations on 30th September were useful in understanding the approach and technology.

However, there are a number of concerns around the practicalities of keeping a vehicle temperature at the correct level to ensure the test is completed correctly and successfully, and the potential impact it will have on capacities at PTI centres.

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Ireland proposes that this form of NOx testing should be introduced on a voluntary and pilot basis to allow:

- practicalities of testing to be addressed,
- alternative methods of maintaining vehicle operating temperature to be explored and investigated, and
- emissions technology to develop significantly and potentially overcome this warming up requirement.

Once demonstrated as viable and impact on testing times are fully understood and demonstrated, plans to adopt NOx testing more widely could be implemented.

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**Annex**

- **ePTI testing.**

Ireland welcomes proposals to include ePTI testing as part of this revision package. It is necessary to test the range of new electronic systems now included in many new vehicles.

Ireland would prefer to see those items that are mandatory under GSR and those systems that have a direct impact on road safety as the initial items required to be checked. Ireland would like to see specifications for OBD scan tools outlined by the Commission. The current wording is ambiguous and could lead to different applications in different states and testing bodies.

This can be broadened to include other features as the testing process and technology/information from manufacturers matures and is proven and DTCs are standardised.

We look forward to seeing the updated Annex text from the Presidency.

**Amendments to Directive 2014/47/EU**

- **Article 4a - Remote Sensing**

As set out in the introduction above, Ireland is disappointed to see the removal of remote sensing, which was a key part of this proposed revision of Directive 2014/47/EU.

Ireland agrees with the Commission that Member States need to start monitoring and measuring emissions of vehicles more widely than is now currently being proposed in Article 9.

Ireland feels that the presentation on the 30th September showed that the use of remote sensing technology was practicable and consistent, and with relatively few deployed sensors, a target of 30% could easily be reached.

Ireland accepts that there are challenges for Member States with larger vehicle fleets, but other targets should be considered before removing the requirement altogether – no. of sensors per x million vehicles for example.

There will also be IT challenges, but these can be based on national road tolling systems for example.

Ireland would like to see this provision restored to the proposed draft, as we feel that member states will now not look to implement if not required to.

- **Point 6 - Article 5 – Targets for roadside inspections.**

Ireland requests that these targets are retained as specified here. Removal of targets reduces the onus on Member States to carry out sufficient inspections and would reduce the overall effectiveness of the directive in Ireland's view.

- **Article 9 – Selection of vehicles for initial technical roadside inspection**

Ireland agrees that remote sensing would be an effective way to screen vehicles for selection for RSIs. However, as above, Ireland would like to see remote sensing apply as per the original proposals.

- **Article 13 - Inspection of cargo securing**

This amendment appears to be in between not requiring inspections and requiring inspections. Ireland would prefer for this to be very clear and require cargo inspections as mandatory. Training will be required for inspectors to undertake a preliminary visual inspection. And in the event that a preliminary visual inspection is completed and a further test is warranted, what happens if a Member State does not provide this service? This renders the initial preliminary inspection redundant and is contrary to the recital stating that securing of cargo is crucial for road safety.

In addition, the Commission has introduced a Common Formula for calculating risk of road transport undertakings pursuant to Detective 2022/695/EU and this envisages the inclusion of cargo security infringements in their risk score, so for consistency across member States (considering it is a common formula), cargo security inspections should, in Ireland's view, be mandatory.

- **Article 14 - Follow-up deficiencies**

Ireland thanks the Presidency for the inclusion of "battery management system".