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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Land Transport
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 - Revised consolidated initial comments

Delegations will find attached questions from Germany on the above proposal.

Germany's Questions to the European Commission regarding the proposal on remote sensing of vehicle emissions (remote sensing and plume chasing)

Thank you for presenting a proposal for amending the directive on technical roadside inspection of commercial vehicles. However, to make a final evaluation, Germany would like further explanations regarding the new procedure on remote sensing of vehicle emissions, currently planned as a mandatory element. We would appreciate to learn more about the European Commission's perspective on the following questions.

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General questions:

1. Has the EU-wide availability of measuring systems been checked?
2. In the proposal, remote sensing and plume chasing methods are addressed together using the term 'remote sensing'. Would the European Commission be willing to differentiate the methods and fields of application more clearly?
3. How can compliance with data protection requirements be ensured when measurements are conducted?
4. What measures are planned to make sure that the findings are legally compliant and admissible in court?
5. The proposed limit value is twice the average value of similar vehicles. What are the criteria that determine which vehicles are similar? How exactly is the average value determined?

Remote sensing:

6. Does the European Commission know of any systems that have been approved for remote sensing by a Member State's competent measuring authority? If this is the case, will the European Commission provide the Member States with information?
7. On what data-based foundation does the European Union require every Member State to check the equivalent of at least 30% of its registered motor vehicle fleet via remote sensing?
8. Did the cost analysis of stationary remote sensing systems in the context of impact assessment, also include costs for the structural set-up of measuring points (construction services, connection to power grids and data networks, etc.) in addition to the mere procurement costs?
9. Have the efforts and costs for the threefold number plate recognition, the transfer of motor data, the notification of the vehicle owner and if necessary additional testing been determined or estimated?
10. Has an analysis of site requirements been made including availability checks of potentially ideal sites that have suitable carriageway elevation profiles, power supply, accessibility etc. and are passed by a high number of vehicles?

Plume chasing:

11. What experience and findings does the European Commission have with regard to the plume chasing procedure?
12. How is the reliability of such a measuring method proven? Is there data from real world operations that can be used to determine the reliability of such a system? Is it possible to determine a detection rate?
13. Is it possible to use the method efficiently in moving traffic while maintaining road safety? Has the European Commission included occupational health and safety regulations in its considerations?
14. Is multiple measuring also mandatory for plume chasing?

Further questions on measuring:

15. The engine of the tested vehicle has to be warm to make sure that measuring is reliable. Is this ensured with the existing measuring technology?
16. Vehicles with trailers have increased fuel consumption and emissions. How can it be ensured that the measuring value determined at the time of the inspection corresponds with the actual pollutant emission of the vehicle? How can it be ensured in general that the same testing conditions apply to all relevant vehicles (e.g. in case of articulated vehicles travelling without trailer are blown off course?)
17. What impact do environmental and traffic conditions have on measuring? What impact do road and weather conditions (e.g. strong breeze, rain) have on the measured data?

High emitters:

18. Is there a clear definition of high emitters? Are there requirements to be met to determine high emitters based on robust limit values?
19. Are there surveys that prove that three remote sensing measurements of high emitters within in a certain time interval are sufficient for all vehicles, to reliably assume that the vehicle has a defect?
20. What procedure is planned for vehicles that have been identified or determined as high emitters? Is it intended to apply effective sanctions against these vehicles?

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