



EUROPEAN COMMISSION

Brussels, 28.5.2013
C(2013) 3071 final

Dear President,

The Commission would like to thank the Senát for its Opinion concerning the Roadworthiness package {COM(2012) 380, COM(2012) 381, COM(2012) 382 final}.

The Senát supports the Union's effort to improve road safety and to reduce the environmental burden caused by road traffic and expresses its opinion that in many Member States the issue of roadworthiness tests and vehicle registration is already regulated more effectively than the proposal suggests.

The Commission would like to take this opportunity to provide the Senát with further explanations of the points raised in the Opinion.

As regards the requirement to respect terminology employed in the Member States in the legally complex issues of registration withdrawal, suspension and cancellation, the Commission would like to point out that while the Commission has made every effort to do this, there will be further opportunities in the course of the legislative process for the European Parliament and the Council to adjust terminology in a way that is acceptable for all Member States.

On the question regarding the causes of accidents other than technical failures such as unsatisfactory road conditions, or inadequate driver experience both for cars and motorcycles, the Commission would like to recall that within the Road Safety Policy Orientations 2011-2020, the target to further halve the number of road fatalities in the Union by 2020 has been set. The harmonisation and strengthening of roadworthiness tests has been defined as one of the specific objectives of these Policy Orientations. To reach this EU target, it is necessary to take action at EU level in areas such as those related to the road users, infrastructure, enforcement of road rules but also the safety of vehicles in use which is of great importance for vulnerable road users, like motorcyclists.

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As regards the risk of an unjustified increase in administrative burden, especially with regard to technical roadside inspections, the Commission would like to highlight the proposal to introduce a risk based approach for the selection of vehicles during these roadside activities which is intended to avoid the unnecessary checking of properly maintained commercial vehicles by the authorities and consequently raising the efficiency of roadside inspections.

The Commission wishes to underline that historical and atypical vehicles, which are never or hardly ever used on public roads, will be exempted from testing.

Finally, as regards the support expressed by the Senát to extend the vacatio legis to at least two years in order to allow the authorities and vehicle operators to prepare for the change in rules, the Commission would like to note that this is one of the issues under discussion in the ongoing legislative process.

The Commission hopes that these clarifications address the concerns raised by the Senát and looks forward to continuing our political dialogue in the future.

Yours faithfully,

*Maroš Šefčovič
Vice-President*