



# **DG MOVE activities in evidence-based policy making**

**Paolo Bolsi**  
**DG MOVE - Unit A3**  
Economic Analysis and Impact Assessment

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# Roadworthiness Package

The Roadworthiness Package is in force since May 2014 and is composed of three directives:

- **Directive 2014/45/EU:** new rules on periodic roadworthiness Tests;
- **Directive 2014/46/EU:** amending directive 1999/37/EC, introducing national electronic registers;
- **Directive 2014/47/EU:** new rules on technical roadside inspections of commercial vehicles.

# Roadworthiness tests and statistics

With the entry in force of this package, Member States will have access to data from the testing centres, which could allow the production of statistics in **vehicle-km** at EU level.

Among the advantages of this, this would allow an improvement of the filling rates for the *v-km pilot questionnaire*.

The RWP itself is insufficient to guarantee a complete coverage of the road traffic performance at the EU level:

- Data from the odometer readings are not territorialized;
- It would not be possible to distinguish between traffic performance inside and outside built-up areas, or in motorways.

Other sources of data (i.e. Traffic Counts, GPS) should be used as well, combined together with a proper methodology.

## Art. 8: National databases

*5. As from 20 May 2018 and at the latest by 20 May 2021, testing centres shall **communicate electronically**, to the competent authority of the Member State concerned, the information mentioned in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Until the latter date, testing centres may communicate the relevant information to the competent authority by any other means [...]*

*7. Member states shall ensure that the results of the roadworthiness test are notified, or made available electronically, as soon as possible to the authority responsible for registration of the vehicle. That notification shall contain the information mentioned in the roadworthiness certificate.*

# Minimum contents of a roadworthiness certificate

- 1) Vehicle Identification Number (VIN number or chassis number);**
- 2) Registration plate number of the vehicle and country symbol of the State of registration;
- 3) Place and date of the test;
- 4) Odometer reading at the time of the test, if available;**
- 5) Vehicle category, if available;**
- 6) Identified deficiencies and their level of severity;
- 7) Result of the roadworthiness test;
- 8) Date of the next roadworthiness test or date of expiry of the current certificate, if this information is not provided by other means;
- 9) Name of testing organisation or centre and signature or identification of the inspector responsible for the test;
- 10) Other information.

## **Art. 16: Electronic vehicle information platform**

*The commission shall examine the feasibility, costs and benefits of establishing an electronic vehicle information platform by taking advantage of existing and already implemented IT solutions with regard to international data exchange so as to minimise costs and avoid duplication.*

*In examining the matter, the Commission shall consider the most appropriate way to link the existing national systems with a view to facilitating exchanges of information on data relating to roadworthiness testing and odometer reading between the competent authorities of Member States responsible for testing, registration and vehicle approval, testing centres, test equipment manufacturers and vehicle manufacturers [...]*

# The 2011 White Paper strategy

## 4 “i”s, 40 actions and 10 goals

**I**nternal market: Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems.

**I**nnovation: EU research needs to address the full cycle of research, innovation and deployment in an integrated way.

**I**nfrastructure: EU transport infrastructure policy needs a common vision and sufficient resources. The costs of transport should be reflected in its price in an undistorted way.

**I**nternational: Opening up third country markets in transport services, products and investments continues to have high priority.

# Selected goals from the White Paper

*(1) Halve the use of 'conventionally fuelled' cars in urban transport by 2030, phase them out in cities by 2050; achieve essentially CO<sub>2</sub>-free logistics in major urban centres by 2030.*

Working in close cooperation with Eurostat to harmonize National Travel Surveys to get a modal split for urban mobility, examining the application of the "Commuting Zone" definition developed by OECD and DG REGIO.

For logistics in urban centres, eventually examining light goods vehicles performance in v-km?



# Selected goals from the White Paper

*(3) 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.*

Eurostat is assisting DG MOVE using existing statistics and developing distance matrices. Rail sector seems the most difficult mode for such a calculation, and NUTS-2 data is available only every 5 years.

# Selected goals from the White Paper

*(4) By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.*

Infrastructure data is collected by Eurostat through the Common Questionnaire. DG MOVE wishes to encourage the member states to improve the filling rates for high-speed network length and use, given their policy importance.

For medium-distance passenger transport, DG MOVE is examining with Eurostat the possibilities offered by the Tourism statistics.

# Concluding remarks

DG MOVE policy making relies more and more on statistical data, for impact assessments, evaluations, monitoring, benchmarking, modelling etc.

DG MOVE is aware of the current budget constraints that afflict the member states and supports initiatives to reduce the administrative burden and to make a more efficient use of the existing sources. At the same time, wishes to encourage the member states on filling the fields of the Common questionnaire and of the Pilot questionnaires, as they would provide very important statistics not only for policy making, but for research and users' needs too.

# Thank you for your attention!

*[Paolo.BOLSI@ec.europa.eu](mailto:Paolo.BOLSI@ec.europa.eu)*

