

Internet consultation relating on Periodic Technical Inspections (PTI) for motor vehicles and their trailers

I. RESPONDENT INFORMATION

n. R. = not relevant

- I am responding on behalf of: (compulsory)

☐ myself (as citizen)

☒ an organisation or a public authority

- If speaking on behalf of yourself, please provide: (compulsory)

- Member State in which you reside Switzerland
[drop-down list]

- Category of vehicle you usually drive

[drop-down list of the six types defined in Directive 2009/40/EC, plus "none of the above"] n. R. for SAS

- In the last three years, have you been involved in a road accident or vehicle breakdown? n. R. for SAS

[drop down list – accident/ breakdown/ neither]

- In the last three years, have you moved your residence from one EU Member State to another?

☐ yes

☒ no

If yes, from where to where did you move?

[drop down list – from ... to ..]

- If speaking on behalf of an organisation or a public authority, please indicate the sectors in which you are engaged: (compulsory)

- | | |
|---|---|
| <input type="checkbox"/> Vehicle manufacturer | <input type="checkbox"/> Entities responsible for health |
| <input type="checkbox"/> Vehicle tester in garage | <input type="checkbox"/> Insurance company |
| <input type="checkbox"/> Testing organization | <input type="checkbox"/> Road breakdown service (e.g. in UK, RAC) |
| <input type="checkbox"/> Roadside vehicle tester | |
| <input type="checkbox"/> Traffic police | <input type="checkbox"/> Educational / training / research organisation |
| <input checked="" type="checkbox"/> Government | <input type="checkbox"/> Others |

- How familiar are you with the system of PTI? (compulsory)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Very familiar | <input type="checkbox"/> Not very familiar |
| <input type="checkbox"/> Fairly familiar | <input type="checkbox"/> Never heard of it before |

II. EXPERIENCE OF PTI

Please reply to the following questions with reference to the PTI system in the Member State with which you are most familiar.

- Which vehicle category was involved or most usually involved? (compulsory)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Private cars | <input checked="" type="checkbox"/> Agricultural tractors |
| <input checked="" type="checkbox"/> Goods vehicles (< 3.500 kg) | <input checked="" type="checkbox"/> Motorcycles |
| <input checked="" type="checkbox"/> Goods vehicles (> 3.500 kg) | <input checked="" type="checkbox"/> Caravans |
| <input checked="" type="checkbox"/> Passenger vehicles (< 8 pass.) | <input type="checkbox"/> Other (Please Describe) |
| <input checked="" type="checkbox"/> Passenger vehicles (> 8 pass.) | |
| <input checked="" type="checkbox"/> Trailers (< 3.500 kg) | |
| <input checked="" type="checkbox"/> Trailers (> 3.500 kg) | |

- To which type of test do you refer? (compulsory)

- ☒ Periodic test in garage or testing centre ☐ Roadside inspection

- In which country did the test take place? (compulsory)

[drop-down list of MS] *Switzerland*

- What was the cost of the test to the vehicle owner per vehicle tested (excluding any consequent cost of e.g. repairs to the vehicle)? [(optional)]

Indicate the currency [drop down list] *h.f. for SAS*

- | | |
|---|--------------|
| <input type="checkbox"/> Private cars | Approx |
| <input type="checkbox"/> Goods vehicles (<3.500 kg) | Approx ... |
| <input type="checkbox"/> Goods vehicles (>3.500 kg) | Approx ... |
| <input type="checkbox"/> Passenger vehicles (< 8 pass.) | Approx ... |
| <input type="checkbox"/> Passenger vehicles (> 8 pass.) | Approx ... |
| <input type="checkbox"/> Trailers (< 3.500 kg) | Approx ... |
| <input type="checkbox"/> Trailers (> 3.500 kg) | Approx ... |
| <input type="checkbox"/> Agricultural tractors | Approx ... |
| <input type="checkbox"/> Motorcycles | Approx ... |
| <input type="checkbox"/> Caravans | Approx ... |
| <input type="checkbox"/> Other (Please Describe) | Approx ... |
| <input type="checkbox"/> No charge to vehicle owner | |

- What was your impression of the overall efficiency and value for money of the test? [(optional)]

[range **from 1 = insufficient to 5 = excellent** *n. R. for SAS*]

- From your experience, are there any aspects of PTI which could be improved? (compulsory)

☐ Yes

☐ No *n. R. for SAS*

- If you have answered "Yes" to the previous question, please identify aspects of PTI that you would like to see improved. [(optional)]

☐ Braking systems

☐ Steering and steering wheel

☐ Visibility (eg conditions of glass, rear view mirrors)

☐ Lighting equipment

☐ Axles, wheels, tyres, suspension

☐ Safety equipment

☐ Mileage travelled by the vehicle *

☐ Emissions, exhausts

☐ Chassis and chassis attachments

☐ Other equipment (please specify)

☐ Noisiness

☐ Supplementary tests for public transport vehicles

☐ Vehicle identification

- Which specific technical information from the car manufacturer do you think would be necessary to improve the PTI? [(optional – for testing centres only)]

☒ Passive safety installed components

☒ Active safety installed components

☐ Options installed on the specific vehicle

☐ External components (fog lights ...)

☐ New vehicle light power here

☒ New vehicle noise levels

☐ Suspension stiffness data

☒ Brake capacity data

☒ OBD (On Board Diagnostic) connection capacities, failure codes

☐ Other (Please specify): Write

- Do you think Periodic Technical Inspections should be extended to other vehicle categories? [(optional)]

☒ Motorcycles < 125 cm³

☒ Motorcycles >= 125 cm³

☒ All trailers

☒ Passenger cars in business use**

☒ Agricultural Tractors

☒ Caravans

☒ Heavy quadricycles

☒ Small electrical vehicles

☐ Others (Please describe here)

- Do you think that a new technical inspection should be required again after...? [(optional)]

- | | |
|---|--|
| <input checked="" type="checkbox"/> Accidents | <input type="checkbox"/> Certain distance travelled |
| <input type="checkbox"/> Vehicle change of ownership | <input type="checkbox"/> Others (Please describe here) |
| <input checked="" type="checkbox"/> Vehicle modifications | |

- In your opinion, which should be the first date and the frequency of the inspections compared with those currently required? [(optional)]

First inspection

☐ Earlier than actual one

☐ Later than actual one

☒ Current first inspection date is correct

☐ Not known

☐ Not applicable

Frequency

☐ Higher frequency

☐ Higher frequency for older cars (≥ 8 years)

☐ Lower frequency

☒ Current frequency is correct

☐ Not known

☐ Not applicable

- Do you think that the improvement of the PTI system and the simplification of the administrative procedures related to PTI of vehicles could be an advantage for you?

☒ Yes

~~No~~

~~Do not know~~

- To improve road safety and reduce emissions, how much could the PTI cost reasonably increase for you?

☐ up to 5%

☐ up to 10%

☐ up to 20%

☐ up to 30%

n.2. for SAS

III EXPERIENCE OF ROADSIDE INSPECTIONS

- Do you think that Roadside inspections should be extended to other vehicle categories (unannounced technical inspection of commercial vehicles circulating)?

All commercial vehicles ☒

All motorcycles ☒

Do you think that the items verified in Roadside inspections should be extended to the ones foreseen for PTI to avoid unfair treatment?

yes [] *n.R. for SAC*

no []

- Which specific technical information from the Car Manufacturer do you think would be necessary to improve the Roadside Inspections?

- ☐ Passive safety installed components
- ☐ Active safety installed components
- ☐ Options installed on the specific vehicle
- ☐ External components (fog lights ...)

☐ New vehicle light power
here

- ☐ New vehicle noise levels
- ☐ Suspension stiffness data
- ☐ Brake capacity data
- ☐ OBD (On Board Diagnostic)
connection capacities, failure codes
- ☐ Other (Please specify): Write

IV The Inspections in Europe

▪ Today there are differences between the system for vehicle inspection in Europe. Do you think that the system of periodic technical inspection of your country should be changed to a system fully standardised in the EU?

yes ☒ no ☐ no opinion ☐

▪ If a standardised EU vehicle inspection system were to be introduced should it be based on:

a) the most rigorous standard currently in force anywhere in the EU, to maximise the levels of security achieved?

☒ b) the medium standard in force?

c) the least rigorous standard in force?

▪ Has the absence of a PTI standardised system caused you some costs?

yes ☒ no ☐ no opinion ☐

If so, please specify the type of cost (e.g. administrative) and amount

.....

▪ Do you think that inspection results of all vehicles should be available to those carrying out tests and to government authorities in Europe? (for administration and testing centres)

Yes ☒ to authorities only no no opinion

▪ Do you think that the exchange of data (including data on registration of vehicles and inspection results) is helpful to reduce the administrative burden faced by the citizens?

Yes ☒ no no opinion

Do you think that the administrative procedure for PTI is too complicated in your country?

(Yes ☒) no no opinion

▪ In the last three years, have you ever been obliged to travel from one Member State to another, in order to have your vehicle tested? [(compulsory)]

☐ Yes

☐ No

n.r. for JAS

If so, between which Member States did you have to travel?

[drop down list ... from [] to [] n.r. for JAS

What type of vehicle?

☐ Passenger

☐ Commercial

☐ Other

n.r. for JAS

- If so, what was the approximate distance you had to travel for this purpose? [(optional)]

☐ 0- 50 km ☐ 50- 100 km ☐ 100- 500 km ☐ more than 500 n.R. for JAS

- How much did this cost, in petrol etc (excluding the cost of your time)? [currency ... approximate cost]

- How long did it take you? [Hours – approximate] n.R. for JAS

- Has the absence of a standardised system of vehicle testing throughout the EU resulted in any other types of cost or inconvenience for you? If so, please explain.....

n.R. for JAS

III. POLICY OPTIONS

The EU and national Governments are at one in wishing to ensure that the EU Single Market works as efficiently as possible and that the administrative burden is reduced, in the interests of citizens. There is also a wish to see a reduction in the numbers and severity of road accidents and of emissions from road vehicles.

Against this background, a number of alternative policy options are being considered, and the purpose of this part of the questionnaire is to invite your views on the best approach.

Option 1: No policy action : maintain essentially the present arrangements on PTI and Roadside inspections

Option 2: Encourage bilateral agreements between Member States on quality of testing, mutual recognition of PTI and exchange of information, but no new legislation

Option 3: Mutual recognition of national PTIs to be combined with:

Information campaign on PTI for countries where the PTI quality is thought to be low

Exchange of best practices among countries

Option 4: Impose through EU legislation a standard EU-wide system for PTI

Sub-options:

- a) Most rigorous
- b) Medium quality
- c) Least rigorous

▪ Which of the options briefly outlined above would you support?

- ☐ Option 1: No Action
- ☐ Option 2: Bilateral agreements
- ☒ Option 3: Full mutual recognition of PTI

- ☐ Option 4 a: A standard EU-wide system for PTI – Most rigorous
- ☒ Option 4 b: A standard EU-wide system for PTI – Medium quality
- ☐ Option 4 c: A standard EU-wide system for PTI – Least rigorous

Please list any other information or comments that you consider may assist with PTI for motor vehicles and their trailers. [(optional)]

.....

* collection of "mileage" could be useful in second hand car market and for policy making

** on the basis of insurance information