



NEWS RELEASE

European Parliament includes powered two-wheelers in periodical technical inspection regime

2nd of July 2013, Brussels – “Today’s vote shows the European Parliament’s commitment towards improving the safety of a group of road users which face some of the highest risks [on EU roads],” said Antonio Avenoso, ETSC¹ Executive Director following the European Parliament vote on the Commission’s proposal on periodic roadworthiness checks for motor vehicles and their trailers.

The European Parliament decided on three pieces of legislation forming the ‘Roadworthiness Package’ proposed by the European Commission in October 2012. The MEPs decided to seek an agreement with the Council of Ministers and voted on a series of amendments to the Commission proposals, which effectively amount to a negotiation mandate with Member States’ representatives. ETSC hopes the Lithuanian Presidency will do its utmost reach the best possible agreement to reap the road safety benefits of the legislative package.²

Riders of powered two- and three-wheel (PTW) vehicles face much higher risk rates on the roads than other groups of users, particularly car occupants. Moreover, the reductions in road deaths among riders of PTWs are significantly lower than the overall road safety improvements.³ “We currently have only 16 countries mandating periodic roadworthiness tests for PTWs, while the others do not. By harmonising these rules across the EU we can begin to address the disparity of risks faced by these road users, at least to some extent” said Mr. Avenoso.

“Last year, when the EU adopted high safety standards for new PTWs being sold in the EU, we took a step in the right direction. It should follow logically that the proper functioning of these technologies is checked periodically over the lifetime of a vehicle. We hope that a final agreement between the EU Institutions will follow suit,” Mr. Avenoso said.

ETSC is happy that Light Goods Vehicles were kept within the scope of the legislation related to roadside checks. “Our latest data⁴ related to collisions involving light goods vehicles shows that, unfortunately, the number of deaths [in such collisions] is on par with those involving heavy goods vehicles. Our legislative framework should take into account the increased use of these vehicles in commercial transport by ensuring they fulfil certain requirements,” concluded Mr. Avenoso.

For more information please contact ETSC Communications Manager Mircea Steriu at mircea.steriu@etsc.eu, or Policy Director Ellen Townsend at ellen.townsend@etsc.eu, tel. +32 (0)2 230.41.06.

Notes to editors:

¹ ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 47 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² See here the ETSC priorities for the Lithuanian Presidency of the EU:

http://etsc.eu/documents/ETSC_Lithuanian_Presidency_Memo.pdf

³ Road deaths among PTW riders in the EU were reduced by just 18% over the 2001-2009 period, compared with a 41% overall reduction in road deaths. For further information, please check the ETSC position on the roadworthiness package: http://www.etsc.eu/documents/Roadworthiness%20Package_ETSC.pdf, the ETSC position on the regulation for the type-approval of PTWs entering the EU market: http://www.etsc.eu/documents/ETSC_Position_on_L-category_vehicles.pdf and the Road Safety PIN Flash addressing risks for unprotected road users:

http://www.etsc.eu/documents/ETSC_Flash19_unprotected_road_users.pdf

⁴ For more information, please check the ETSC Road Safety PIN Flash number 24

http://www.etsc.eu/documents/ETSC_PIN_Flash_24.pdf