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**REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN
PARLIAMENT**

**ON THE APPLICATION BY THE MEMBER STATES
OF DIRECTIVE 2000/30/EC OF THE EUROPEAN PARLIAMENT AND OF THE
COUNCIL OF 6 JUNE 2000 ON THE TECHNICAL ROADSIDE INSPECTION OF
THE ROADWORTHINESS OF COMMERCIAL VEHICLES CIRCULATING IN
THE COMMUNITY**

Reporting periods 2005–2006 and 2007–2008

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1. INTRODUCTION

European legislation lays down measures to ensure that commercial vehicles on European roads are in good condition in the interests of road safety, environmental protection and fair competition:

- rules which require transport operators to have sufficient financial capacity to ensure the proper maintenance of vehicles (Directive 96/26/EC¹);
- periodic roadworthiness tests carried out in the Member States on vehicles registered on their territory, with a minimum frequency laid down at European level (Directive 96/96/EC²);
- roadside technical inspection to ensure that commercial vehicles are used only if they are maintained to a high degree of roadworthiness (Directive 2000/30/EC³).

The third measure, roadside inspection, is the subject of this report. Under Directive 2000/30/EC, the Member States were required to introduce laws, regulations and administrative provisions necessary to comply with the Directive by 10 August 2002.

Article 6 of Directive 2000/30/EC provides that every two years Member States must report to the Commission on the number of commercial vehicles checked over the previous two years, broken down into seven classes listed in the Directive and by country of registration, and the items checked and deficiencies discovered. The Commission shall forward this information to the European Parliament. The Directive lists 12 points that may be checked. Non-compliance with the points checked and any ban on vehicles showing serious deficiencies should be mentioned in the inspection reports. Article 11 requires the Commission to report to the Council on the application of the Directive, using the data received from the Member States, and summarise the results.

This report is the second such Commission report on the application of Directive 2000/30/EC; it covers both 2005–2006 and 2007–2008, because of delays in receiving the information for 2005–2006.

The deadline for Member States to send the data to the Commission was 31 March 2007 for 2005–2006 and 31 March 2009 for 2007–2008. By the 2007 deadline only three Member States had supplied the information. In order to form as complete a picture as possible, the Commission issued several reminders after the end of March 2007. By the end of 2007, 25 Member States had sent information. Following a final reminder, the number of Member States supplying information rose to 26 by the end of April 2008.

¹ Council Directive 96/26/EC of 29 April 1996 on admission to the occupation of road haulage operator and road passenger transport operator and mutual recognition of diplomas, certificates and other evidence of formal qualifications intended to facilitate for these operators the right to freedom of establishment in national and international transport operations OJ L 124, 23.5.1996, p. 1-10.

² Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers, OJ L 46, 17.2.1997, pp. 1-19.

³ Directive 2000/30/EC of the European Parliament and of the Council of 6 June 2000 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community, OJ L 203, 10.8.2000, pp. 1-8.

By the 2009 deadline, 20 Member States had supplied information on roadside inspections following a reminder sent one month before the deadline. In order to form as complete a picture as possible, the Commission issued another reminder in May. By the end of 2009, 26 Member States had sent information on roadside checks.

In the Commission's opinion, the present report, based on information provided by 26 Member States, enables it to make a first overall analysis, justifying the length of time it took to obtain the information required to compile the report.

2. DIRECTIVE 2000/30/EC

Directive 2000/30/EC, as amended⁴, lays down a number of conditions for carrying out roadside checks on commercial vehicles circulating in the European Union.

It defines 'technical roadside inspection' as an inspection of a technical nature, not announced by the authorities and therefore unexpected, of a commercial vehicle circulating within the territory of a Member State, carried out on the public highway by the authorities, or under their supervision.

Every inspection must be carried out without discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle, bearing in mind the need to minimise the costs and delays entailed for drivers and operators.

If the condition of a commercial vehicle represents a safety risk such that further examination is justified, the commercial vehicle may be subjected to a more elaborate test at a testing centre in the vicinity. If a commercial vehicle presents a serious risk to road safety, its use may be prohibited until the dangerous deficiencies discovered have been rectified.

3. DATA SENT BY THE MEMBER STATES

Below is an overview of the Member States that have, or have not, sent data to the Commission for the **period 2005–2006**.

Member States that sent data	Belgium, Bulgaria ¹ , Czech Republic ¹ , Denmark, Germany, Estonia, Greece, Spain ² , France, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland, Sweden, United Kingdom
Member States that have not sent data	Ireland

¹ Data only from 2007–2008 (unusable for the report)

² Unusable data

For the **period 2007–2008** the Commission sent out models for the report in a computer-processable format (Excel) as previously discussed with the representatives of the Member States at the meeting of the Committee established under Directive 96/96/EC on 18 December

⁴ Commission Directive 2003/26/EC of 3 April 2003 adapting to technical progress Directive 2000/30/EC of the European Parliament and of the Council as regards speed limiters and exhaust emissions of commercial vehicles, OJ L 90, 8.4.2003, pp. 37-40.

2007. The majority of the reports followed the model, even when printed tables were submitted. Nevertheless, in most cases the information sent was not of the quality required for automatic data processing and analysis.

The only Member State that failed to send data for 2007–2008 was Spain. However, at the beginning of 2010, Spain was able to show the Commission that a reporting regime had been installed in the meantime and that Spain would be in a position to meet its obligation for the next reporting period.

4. TYPES OF INFRINGEMENT

The points likely to be checked and to be included in the data sent by the Member States are at least those referred to in point 10 of the specimen report set out in Annex I to the Directive:

- (1) braking system and components;
- (2) exhaust system;
- (3) smoke opacity (diesel);
- (4) gaseous emissions (petrol, natural gas or liquefied petroleum gas (LPG));
- (5) steering linkages;
- (6) lamps, lighting and signalling devices;
- (7) wheels/tyres;
- (8) suspension (visible defects);
- (9) chassis (visible defects);
- (10) tachograph (installation);
- (11) speed limiting device (installation);
- (12) evidence of fuel and/or oil spillage

5. STATISTICAL DATA

Overall data

Vehicles checked 2005–2006

The number of vehicles registered in the European Union that were checked in 2005–2006 varies considerably from one Member State to another (see Table 1a).

Table 1a: EU-registered vehicles checked by Member States 2005–2006

Reporting Member State	Number of vehicles registered in the EU that were checked		Commercial road traffic 2005–2006 ⁽²⁾ (in million vehicles*km)	Checked vehicles/traffic ratio
	Total	of which buses		
Belgium	4 754	n.a.	4 754	0.1
Denmark	1 518	n.a.	n.a.	n.a.
Germany	2 733 755 ⁽¹⁾	57 708	162 176	16.9
Estonia	2 046	162	n.a.	n.a.
Greece	12 534	1 438	n.a.	n.a.
France	1 684 546	n.a.	242 500	6.9
Italy	5 133	n.a.	n.a.	n.a.
Cyprus	269	60	n.a.	n.a.
Latvia	7 000	n.a.	n.a.	n.a.
Lithuania	31 197	1 566	n.a.	n.a.
Luxembourg	468	n.a.	n.a.	n.a.
Hungary	606 648	60 046	n.a.	n.a.
Malta	1 538	437	n.a.	n.a.
Netherlands	1 776	n.a.	n.a.	n.a.
Austria	18 344	298	31 051	0.6
Poland	412 337	n.a.	n.a.	n.a.
Portugal	707	13	n.a.	n.a.
Romania	48 053	6 009	n.a.	n.a.
Slovenia	6 352	1 121	3 489	1.8
Slovakia	8 752	75	n.a.	n.a.
Finland	10 622	25	14 995	0.7
Sweden	40 037	2 493	40 037	1.7
United Kingdom	201 328	28 613	196 466 ⁽³⁾	1.0

⁽¹⁾ Including the EEA (European Economy Area) Members IS, NO and CH.

⁽²⁾ Source: International Road Traffic and Accident Database of the OECD.

⁽³⁾ without Northern Ireland

n.a.: not available.

The number of inspections is not commensurate with the volume of road traffic in each Member State. The ratio of vehicles checked per million kilometres driven ranges from 0.1 in Belgium to 16.9 in Germany. The absolute figures show that the Netherlands, Denmark, Luxembourg and Portugal carry out relatively few inspections.

The proportion of buses in relation to the overall number of vehicles checked in each Member State is generally low. It exceeds 15 % of vehicles checked only in Slovenia (17.6 %), Cyprus (22.3 %) and Malta (28.4 %). Buses account for less than 1 % of vehicles checked in Finland and Slovakia.

Vehicles checked 2007–2008

The number of vehicles registered in the European Union that were checked in 2007–2008 varies considerably from one Member State to another (see Table 1b).

Table 1b: EU-registered vehicles checked by Member States 2007–2008

Reporting Member State	Number of vehicles registered in the EU that were checked		Road traffic ⁽¹⁾ 2007–2008	Checked vehicles/traffic ratio
	Total	of which buses	(in million vehicles*km)	
Belgium	18 732	216	n.a.	n.a.
Bulgaria	472 324	127 580	n.a.	n.a.
Czech Republic	52 842	687	n.a.	n.a.
Denmark	265	n.a.	n.a.	n.a.
Germany	2 679 907 ⁽²⁾	46 100	178 700	15.0
Estonia	2 236	107	n.a.	n.a.
Ireland	5 204	54	20 327	0.3
Greece	22 360	1 195	n.a.	n.a.
Spain	n.a.	n.a.	n.a.	n.a.
France	1 669 391	n.a.	244 700	6.8
Italy	13 577	n.a.	n.a.	n.a.
Cyprus	919	63	n.a.	n.a.
Latvia	9 294	n.a.	n.a.	n.a.
Lithuania ⁽³⁾	n.a.	n.a.	n.a.	n.a.
Luxembourg	896	26	n.a.	n.a.
Hungary	351 690	49 582	n.a.	n.a.
Malta	3 579	655	n.a.	n.a.
Netherlands	4 147	47	n.a.	n.a.
Austria	12 658	222	n.a.	n.a.
Poland	1 254 706	131 711	n.a.	n.a.
Portugal	558	16	n.a.	n.a.
Romania	43 700	3 459	n.a.	n.a.
Slovenia	3 179	1 307	n.a.	n.a.
Slovakia	4 631	195	n.a.	n.a.
Finland	9 267	14	15 385	0.6
Sweden	165 263	3 593	24 603	6.7
United Kingdom	165 927	35 517	205 328	0.8
Total	6 967 252	402 346		

(1)Source: International Road Traffic and Accident Database of the OECD.

(2) Including the EEA (European Economy Area) Members IS, NO and CH.

(3)Lithuania reported detected deficiencies but not the number of checked vehicles.
n.a.: not available.

The number of inspections is not commensurate with the volume of road traffic in each Member State. The ratio of vehicles checked per million kilometres driven ranges from 0.3 in Ireland to 15.0 in Germany. The absolute figures show that Cyprus, Luxembourg, Portugal and Denmark carry out relatively few inspections.

The proportion of buses in relation to the overall number of vehicles checked in each Member State is generally low. It exceeds 15 % of vehicles checked only in Malta (18 %), the United Kingdom (21 %) and Slovenia (41 %). Buses account for less than 1 % of vehicles checked in Finland. Denmark, France, Italy and Latvia did not split their data between buses and goods vehicles.

Registration of vehicles checked

The proportion of checked vehicles that are registered in the Member State in relation to all checked vehicles in technical roadside inspections varies considerably from one Member State to another (see Tables 2a and 2b below).

Period 2005–2006

Of the vehicles checked in 12 of the 22 Member States for which all the information concerning the country of registration is available, more than 80 % are registered in their own territory. There is insufficient overall statistical data to cross-reference this information with the road traffic recorded by each Member State by country of registration. The geographical situation of certain Member States, for example Cyprus or Malta, also has to be borne in mind.

Table 2a: Registration of vehicles checked 2005–2006

Reporting Member State	Registered in the Member State	Registered in the EU	Registered outside the EU	Total	% vehicles of the Member State
Belgium	1 878	2 876	365	5 119	36.7 %
Denmark	n.a.	n.a.	n.a.	1 518	n.a.
Germany	1 891 343	842 412	216 426	2 950 181	64.1 %
Estonia	2 046	351	1 260	3 657	55.9 %
Greece	12 223	311	2 370	14 904	82.0 %
France	1 315 664	368 882	0	1 684 546	78.1 %
Italy	3 961	1 620	448	6 029	65.7 %
Cyprus	269	0	0	269	100.0 %
Latvia	6 533	467	67	7 067	92.4 %
Lithuania	28 312	2 885	0	31 197	90.8 %
Luxembourg	122	26 468	0	26 590	0.5 %
Hungary	561 263	45 583	0	606 846	92.5 %
Malta	1 507	31	0	1 538	98.0 %

Netherlands	1 569	207	6	1 782	88.0 %
Austria	12 114	6 230	127	18 471	65.6 %
Poland	284 702	127 635	65 044	477 381	59.6 %
Portugal	640	67	0	707	90.5 %
Romania	47 816	237	87	48 140	99.3 %
Slovenia	2 876	3 476	984	7 336	39.2 %
Slovakia	7 154	1 598	98	8 850	80.8 %
Finland	9 333	1 289	4 666	15 288	61.0 %
Sweden	33 437	6 600	721	40 758	82.0 %
United Kingdom	179 135	22 193	0	201 328	89.0 %
TOTAL	4 403 897	1 461 418	292 669	6 159 502	71.5 %

n.a.: not available.

Period 2007–2008

Of the vehicles checked in 12 of the 26 Member States for which all the information concerning the country of registration is available, more than 80 % are registered in their own territory. There is still insufficient overall statistical data to cross-reference this information with the road traffic recorded by each Member State by country of registration. The geographical situation of certain Member States, for example Cyprus or Malta, also has to be borne in mind.

Table 2b: Registration of vehicles checked 2007–2008

Reporting Member State	Registered in the Member State	Registered in the EU	Registered outside the EU	Total	% vehicles of the Member State
Belgium	6 871	11 861	533	19 265	35.7 %
Bulgaria	425 143	47 181		472 324	90.0 %
Czech Republic		52 842	53 628	106 470	
Denmark	265			265	100.0 %
Germany	1 818 940	860 967	153 586	2 833 493	64.2 %
Estonia	1 981	255		2 236	88.6 %
Ireland	5 204			5 204	100.0 %
France	1 304 850	364 541		1 669 391	78.2 %
Greece		22 360	2 071	24 431	
Italy	5 967	7 610	286	13 863	43.0 %
Cyprus	919			919	100.0 %
Latvia	8 633	661	147	9 441	91.4 %
Lithuania					
Luxembourg	169	727		896	18.9 %
Hungary	296 273	55 417		351 690	84.2 %

Malta	3 528	51		3 579	98.6 %
Netherlands	3 135	1 012		4 147	75.6 %
Austria	6 513	6 145	702	13 360	48.8 %
Poland	1 148 087	106 619	74 122	1 328 828	86.4 %
Portugal	542	16		558	97.1 %
Romania	43 093	607	0	43 700	98.6 %
Slovenia	2 274	905	847	4 026	56.5 %
Slovakia	3 915	716	1 006	5 637	69.5 %
Finland	8 152	1 115	4 931	14 198	57.4 %
Sweden	157 648	7 615		165 263	95.4 %
United Kingdom	122 608	43 319		165 927	73.9 %
Total	5 374 710	1 592 542	291 859	7 259 111	74.0 %

Non-compliant vehicles

Period 2005–2006

The information sent by the Member States shows that the proportion of vehicles considered not to comply with the requirements of Directive 2000/30/EC in relation to all checked vehicles registered in the European Union varies considerably from one Member State to another, from a high figure of 131.1% in Malta to only 2.3% in Slovakia (see Table 3a below).

Table 3a: Proportion of non-compliant vehicles in relation to all vehicles checked 2005–2006

Reporting Member State	Vehicles registered in the EU (including reporting MS)		Vehicles registered in the reporting Member State	
	Vehicles checked	% non-compliant vehicles ^(*)	Vehicles checked	% non-compliant vehicles ^(*)
Belgium	4 754	n.a.	1 878	n.a.
Denmark	1 518	n.a.	n.a.	n.a.
Germany	2 733 755	6.4 %	1 891 343	6.2 %
Estonia	2 046	29.8 %	1 695	32.3 %
Greece	12 534	21.3 %	12 223	21.7 %
France	1 684 546	3.6 %	1 315 664	2.7 %
Italy	5 133	n.a.	3 961	n.a.
Cyprus	269	117.5 % ^(*)	269	117.5 % ^(*)
Latvia	7 000	n.a.	6 533	n.a.
Lithuania	31 197	8.3 %	28 312	8.4 %

Luxembourg	468	29.7 %	122	33.6 %
Hungary	606 846	20.5 %	561 263	21.8 %
Malta	1 538	131.1 % ^(*)	1 507	133.4 % ^(*)
Netherlands	1 776	n.a.	1 569	n.a.
Austria	18 344	52.1 %	12 114	51.1 %
Poland	412 337	n.a.	284 702	n.a.
Portugal	707	6.4 %	640	7.0 %
Romania	48 053	54.7 %	47 816	54.6 %
Slovenia	6 352	5.8 %	984	4.4 %
Slovakia	8 752	2.3 %	7 154	2.8 %
Finland	10 622	30.6 %	9 333	31.3 %
Sweden	40 037	81.1 %	33 437	n.a.
United Kingdom	201 328	38.3 %	179 135	34.2 %

^(*) percentage of non compliant vehicles can be more than 100% due to the counting of vehicle combinations "road train" and "articulated vehicles" as single vehicles where both vehicles of the combination or only one of them could be counted as a non compliant one.

n.a.: not available

These differences may reflect the relative importance which individual Member States attach to technical inspections compared with roadside checks on other aspects of road transport. For instance, the ratio reported by Belgium is not restricted exclusively to technical inspections but includes all roadside checks. In general, the Belgian report distinguishes between checks on compliance with legislation on working time, exceptional loads, transport of dangerous goods, the Eurovignette and other matters. Technical inspections tend not to be listed separately and the relevant information is not provided in detail.

Of the 23 Member States which supplied information on the number of non-compliant vehicles and the total number of checked vehicles registered in the European Union, six record the level of non-compliance as between 2.3 % and 8.3 % (see Table 3a).

A sizeable proportion of non-compliant vehicles is recorded by Malta (131.7%) and Cyprus (117.5%), Sweden (81.1%) and Romania (54.7%). While Malta and Cyprus check a relatively small number of vehicles and the data are probably based on a different method of counting checks and non-compliant vehicles, the statistics on technical inspections sent by Sweden and Romania show a large number of vehicles, respectively 40 037 and 48 053 checked vehicles registered in the European Union. The relatively high proportion of vehicles found to be non-compliant could be the result of specific targeting in these two Member States.

Period 2007–2008

The information sent by the Member States shows that the proportion of vehicles considered not to comply with the requirements of Directive 2000/30/EC in relation to all checked vehicles registered in the European Union varies considerably from one Member State to another, from a high figure of 63.0% in Denmark to only 0.3% in Bulgaria (see Table 3b).

The figure of 197.3% of non-compliant vehicles in Cyprus is probably based on a different method of counting checks and non-compliant vehicles.

Table 3b: Proportion of non-compliant vehicles in relation to all vehicles checked 2007–2008

Reporting Member State	Vehicles registered in the EU (including reporting MS)			Vehicles registered in the reporting Member State		
	Vehicles checked	Number of Prohibits	% non-compliant vehicles ^(*)	Vehicles checked	Number of Prohibits	% non-compliant vehicles ^(*)
Belgium	18 732	2 495	13.3 %	6 871	1 308	19.0 %
Bulgaria	472 324	1 421	0.3 %	425 143	1 266	0.3 %
Czech Republic	52 842					
Denmark	265	167	63.0 %	265	167	63.0 %
Germany	2 679 907	60 340	2.3 %	1 818 940	18 744	1.0 %
Estonia	2 236	429	19.2 %	1 981	373	18.8 %
Ireland	5 204			5 204		
Greece	22 360	3 164	14.2 %			
France	1 669 391	55 920	3.3 %	1 304 850	34 995	2.7 %
Italy	13 577			5 967		
Cyprus	919	1 813	197.3% ^(*)	919	1 813	197.3% ^(*)
Latvia	9 294	49	0.5 %	8 633	49	0.6 %
Lithuania		442			441	
Luxembourg	896	296	33.0 %	169	51	30.2 %
Hungary	351 690	22 794	6.5 %	296 273	21 640	7.3 %
Malta	3 579	1 975	55.2 %	3 528	1 936	54.9 %
Netherlands	4 147	115	2.8 %	3 135	78	2.5 %
Austria	12 658	5 246	41.4 %	6 513	2 492	38.3 %
Poland	1 254 706	7 095	0.6 %	1 148 087	7 095	0.6 %
Portugal	558	28	5.0 %	542	28	5.2 %
Romania	43 700	16 066	36.8 %	43 093	15 897	36.9 %
Slovenia	3 179	122	3.8 %	2 274	72	3.2 %
Slovakia	4 631			3 915		
Finland	9 267			8 152		
Sweden	165 263	32 982	20.0 %	157 648	32 982	20.9 %
United Kingdom	165 927	81 126	48.9 %	122 608	46 404	37.8 %
Total	6 967 252	294 085	4.2 %	5 374 710	187 831	3.5 %

^(*) percentage of non compliant vehicles can be more than 100% due to the counting of vehicle combinations "road train" and "articulated vehicles" as single vehicles where both vehicles of the combination or only one of them could be counted as a non compliant one.

These differences may reflect the relative importance which individual Member States attach to technical inspections compared with roadside checks on other aspects of road transport. For instance, the ratio reported by Belgium is not restricted exclusively to technical roadside inspections but includes all roadside checks. In general, the Belgian report distinguishes between checks on compliance with legislation on working time, exceptional loads, transport

of dangerous goods, the Eurovignette, and other matters. Technical inspections tend not to be listed separately and the relevant information is not provided in detail.

Of the 26 Member States which supplied information on the number of non-compliant vehicles and the total number of checked vehicles registered in the European Union, three record a level of non-compliance of below 1.0% (see Table 3b).

A sizeable proportion of non-compliant vehicles is recorded by Denmark (63.0%), Malta (55.2%), the United Kingdom (48.9%) and Austria (41.4%). While Denmark and Malta check a relatively small number of vehicles, the statistics on technical roadside inspections transmitted by the United Kingdom and Austria cover a statistically relevant number of vehicles, respectively 165 927 and 12 658 checked vehicles registered in the European Union. The relatively high proportion of vehicles found to be non-compliant in relation to all vehicles checked could be the result of specific targeting in these two Member States.

As laid down in preamble 10 of Directive 2000/30/EC, a targeted approach should be adopted in selecting commercial vehicles for inspection, placing special emphasis on identifying vehicles that seem most likely to be poorly maintained.

Data by Member State

Generally speaking, the available data by Member State relating to inspections on vehicles registered in other Member States concern only small numbers of vehicles, making it impossible to draw statistically significant conclusions as to the average physical condition of vehicles circulating outside their country of registration.

Examples for the reporting period 2005–2006 are the following:

Hungary, Austria and the **United Kingdom** provide statistics by Member State of registration for a relatively high number of vehicles.

In the case of **Hungary** (see Table 4a), the percentages *non-compliant vehicles of checked vehicles* per Member State of registration are in general lower than the corresponding ratio for vehicles registered in Hungary (21.8%). However, the number of checked EU vehicles not registered in Hungary (45 583) is low in relation to all roadside technical checks reported by the Hungarian authorities (606 846).

Table 4 a: Vehicles checked by Hungary 2005–2006

State of registration	Checked vehicles	Non-compliant vehicles	Percentage non-compliant vehicles of checked vehicles
Belgium	0	0	0.0 %
Bulgaria	n.a	n.a.	n.a
Czech Republic	2 350	208	8.9 %
Denmark	56	0	0.0 %
Germany	5 699	155	2.0 %
Estonia	199	88	44.2 %
Ireland	0	0	0.0 %
Greece	900	148	16.4 %
Spain	30	2	6.7 %
France	100	7	7.0 %
Italy	2 345	254	10.8 %
Cyprus	0	0	0.0 %
Latvia	545	241	44.2 %
Lithuania	223	60	26.9 %
Luxembourg	125	0	0.0 %
Hungary	561 263	122 118	21.8 %
Malta	0	0	0.0 %
Netherlands	2 900	129	4.4 %
Austria	987	39	4.0 %
Poland	12 234	641	5.7 %
Portugal	35	1	2.9 %
Romania	n.a.	n.a.	n.a.
Slovenia	5 700	139	2.4 %
Slovakia	12 000	454	3.8 %
Finland	49	0	0.0 %
Sweden	76	0	0.0 %
United Kingdom	30	1	3.3 %
Total EU	606 846	124 645	20.5 %

n.a.: not applicable

In the case of **Austria** (see Table 5 a), the percentage of non-compliant vehicles of checked vehicles by Member State varies between 39.3 % for vehicles registered in Latvia (28 vehicles checked) and 100.0 % for Denmark (5 vehicles checked). The ratio for vehicles registered in Austria is 51.1 %. However, generally speaking, the data by Member State of registration concern only a small number of vehicles checked and do not provide sufficient data to draw conclusions of any statistical value. However, attention should be drawn to the high

proportion of vehicles found to be non-compliant by the Austrian authorities for vehicles registered in Germany, the Czech Republic and Hungary, involving a relatively high number of vehicles checked.

Table 5 a: Vehicles checked by Austria 2005–2006

State of registration	Checked vehicles	Non-compliant vehicles	Percentage non-compliant vehicles of checked vehicles
Belgium	49	27	55.1 %
Bulgaria	2	0	0.0 %
Czech Republic	1 022	491	48.0 %
Denmark	5	5	100.0 %
Germany	1 007	521	51.7 %
Estonia	0	0	0.0 %
Ireland	5	3	60.0 %
Greece	96	71	74.0 %
Spain	96	71	74.0 %
France	17	9	52.9 %
Italy	208	121	58.2 %
Cyprus	0	0	0.0 %
Latvia	28	11	39.3 %
Lithuania	124	68	54.8 %
Luxembourg	2	0	0.0 %
Hungary	1 442	797	55.3 %
Malta	0	0	0.0 %
Netherlands	124	65	51.6 %
Austria	12 114	6 196	51.1 %
Poland	650	297	45.7 %
Portugal	12	9	75.0 %
Romania	728	482	66.2 %
Slovenia	115	70	60.9 %
Slovakia	467	231	49.5 %
Finland	0	0	0.0 %
Sweden	13	7	53.8 %
United Kingdom	18	9	50.0 %
Total EU	18 344	9 560	52.1 %

On emission testing, Austria reported on the use of a remote sensing device⁵ which enables the CO, CO₂, HC, NO and carbon-particle emissions of passing vehicles to be measured without having to stop them.

During the 2007–2008 reporting period, Austria carried out 41 475 emission tests on vehicles using this equipment, in addition to the reported checks.

For all vehicles checked in the **United Kingdom** but registered in another Member State (see Table 6 a), the percentages of non-compliant vehicles and banned vehicles still exceed the corresponding percentages for vehicles registered in the United Kingdom, which is 34.2%. This applies in particular — with a relatively high number of vehicles checked in the United Kingdom — to vehicles registered in Portugal, Spain, Ireland, Italy, Belgium, the Czech Republic, Poland, Germany and France.

Table 6a: Vehicles checked by the United Kingdom 2005–2006

State of registration	Checked vehicles	Non-compliant vehicles	Percentage non-compliant vehicles of checked vehicles
Belgium	1 081	808	74.7 %
Bulgaria	100	76	76.0 %
Czech Republic	563	444	78.9 %
Denmark	90	40	44.4 %
Germany	1 416	695	49.1 %
Estonia	70	55	78.6 %
Ireland	5 763	4 302	74.6 %
Greece	103	93	90.3 %
Spain	1 514	1 273	84.1 %
France	1 380	772	55.9 %
Italy	949	797	84.0 %
Cyprus	17	17	100.0 %
Latvia	82	68	82.9 %
Lithuania	552	388	70.3 %
Luxembourg	109	70	64.2 %
Hungary	547	344	62.9 %
Malta	11	11	100.0 %
Netherlands	3 160	1 902	60.2 %
Austria	345	202	58.6 %
Poland	2 781	2 151	77.3 %

⁵ See also the EU-funded project ‘REVEAL’:
http://ec.europa.eu/transport/road_safety/pdf/projects/reveal.pdf.

Portugal	678		95.5 %
Romania	304	243	79.9 %
Slovenia	178	148	83.1 %
Slovakia	364	263	72.3 %
Finland	1	1	100.0 %
Sweden	35	18	51.4 %
United Kingdom	179 135	61 184	34.2 %
Total EU	201 382	77 017	38.3 %

Data submitted for the reporting period 2007–2008 are still insufficient, making it still impossible to draw statistically significant conclusions as to the average physical condition of vehicles circulating outside their country of registration.

Table 4 b provides an overview of the number of vehicles checked, by Member State, and the ratio of prohibitions per checked vehicles.

Table 4 b: Vehicles checked and prohibition rate by Member State 2007–2008

Checked countries	Checking countries (number checked; % prohibitions)																	
	AT		BE		BG		CY		CZ		DE		DK		EE		FI	
	Checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%
AL	4	50.0																
AT	6.513	38.3	179	10.1	1208	0.2											4	n.a.
AZ	2	0.0															1	n.a.
BA	74	52.7																
BE	33	45.5	6871	19.0	146	0.0											14	n.a.
BG	238	51.7	94	18.1	425 143	0.3								1	0.0		28	n.a.
BI	7	42.9																
BO	3	0.0																
BY	88	62.5															57	n.a.
CH	89	42.7															3	n.a.
CS	119	54.6																
CY	16	68.8	5	0.0	85	0.0	919	197.3										
CZ	635	45.2	581	8.1	4319	0.3								15	20.0		31	n.a.
DE	895	35.5	2293	7.5	3025	0.2					1818940	1.0			1	0.0	83	n.a.
DK	3	33.3	59	11.9	223	0.0							265	63.0			39	n.a.
EE	1	0.0	49	6.1	570	0.0									1981	18.8	364	n.a.
EL	55	43.6	20	25.0	3499	0.7												
ES	61	52.5	647	9.3	156	0.0											13	n.a.
EU									105684	n.a.								
FI	9	55.6	15	20.0	136	0.0									4	25.0	8152	n.a.
FR	25	32.0	1601	10.3	210	0.0											11	n.a.
GE																		
GR																		
HR	126	50.0																
HU	1331	48.4	336	8.9	6705	0.6								10	20.0		18	n.a.
IE	5	20.0	35	0.0	19	0.0											3	n.a.
IR	12	16.7																

IS																			
IT	506	40.7	542	11.4	915	0.2													
KG																			
KZ	1	100.0																3	n.a.
LI	4	50.0																	
LT	112	39.3	286	7.3	847	0.4								35	20.0		93	n.a.	
LU	2	0.0	407	9.3	5	0.0													
LV	21	76.2	44	11.4	301	0.3								125	27.2		51	n.a.	
MD	21	66.7															9	n.a.	
MK	28	57																	
MT	3	0.0	5	0.0															
NL	113	38.1	2149	13.3	1067	0.1								7	0.0		38	n.a.	
NO																	11	n.a.	
NotEU																			
Other																			
OtherEUMS												860967	4.8						
OtherNotEUMS			533	12.4				786	n.a.		153586	2.2							
PL	510	41.0	1215	9.0	8175	0.3								40	12.5		173	n.a.	
PT	10	70.0	348	14.1	74	0.0											1	n.a.	
RO	614	54.2	205	13.2	11529	0.3											7	n.a.	
RS	6	50.0																	
RU	13	69.2															4744	n.a.	
SE	11	36.4	54	9.3	109	0.0											86	n.a.	
SI	378	51.9	206	8.7	631	0.0											4	n.a.	
SK	461	40.6	288	7.6	2982	0.3								17	23.5		31	n.a.	
SM																			
SU																	8	n.a.	
TJ																			
TM																			
TN	3	66.7																	
TR	118	30.5															10	n.a.	
UA	51	45.1															99	n.a.	
UK	8	25.0	198	9.1	245	0.0											9	n.a.	

UNK																		
US	1	0.0																
UZ																		
VA																		

Table 4 b (continued): Vehicles checked and prohibition rate by Member State 2007–2008

Checked countries	Checking countries (number checked; % prohibitions)													
	FR		GR		HU		IE		IT		LT		LU	
	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%
AL			297	30.3							n.a.	n.a.		
AT	4 302	6.0	32	3.1	2 785	0.9			101	n.a.	n.a.	n.a.	3	33.3
AZ											n.a.	n.a.		
BA			28	3.6							n.a.	n.a.		
BE	33 596	7.5	24	4.2	111	0.0			130	n.a.	n.a.	n.a.	160	36.9
BG			2 176	3.4	2 228	1.8			78	n.a.	n.a.	n.a.	9	22.2
BI											n.a.	n.a.		
BO											n.a.	n.a.		
BY											n.a.	n.a.		
CH											n.a.	n.a.		
CS											n.a.	n.a.		
CY			11	0.0	5	0.0			29	n.a.	n.a.	n.a.		
CZ	6 158	7.8	31	3.2	3 175	1.4			81	n.a.	n.a.	n.a.	11	0.0
DE	61 960	5.4	109	1.8	4 736	0.7			279	n.a.	n.a.	n.a.	258	26.4
DK	1 171	4.6			11	0.0			10	n.a.	n.a.	n.a.	11	0.0
EE	400	7.8			128	0.0			5	n.a.	n.a.	n.a.	2	50.0
EL	2 343	6.5	19 209	15.9	445	2.9			154	n.a.	n.a.	n.a.		
ES	102 067	6.8	4	0.0	172	0.0			52	n.a.	n.a.	n.a.	32	43.8
EU											n.a.	n.a.		
FI	366	3.6			11	0.0			11	n.a.	n.a.	n.a.	5	0.0
FR	1 304 850	2.7	4	0.0	250	0.0			330	n.a.	n.a.	n.a.	63	42.9
GE											n.a.	n.a.		
GR											n.a.	n.a.		
HR			4	25.0							n.a.	n.a.		
HU	2 835	6.3	21	4.8	296 273	7.3			505	n.a.	n.a.	n.a.	6	50.0
IE	3 896	6.3			46	0.0	5 204	0.0	933	n.a.	n.a.	n.a.	1	0.0
IR			11	63.6							n.a.	n.a.		

IS										n.a.	n.a.		
IT	63 167	3.7	54	7.4	1 392	0.4		5 967	n.a.	n.a.	n.a.	10	80.0
KG										n.a.	n.a.		
KZ										n.a.	n.a.		
LI										n.a.	n.a.		
LT	2 330	10.3	4	0.0	5	0.0		1 205	n.a.	n.a.	n.a.	16	31.3
LU	5 654	8.2			11	0.0		17	n.a.	n.a.	n.a.	169	30.2
LV	510	4.7			289	0.0		2 843	n.a.	n.a.	n.a.	5	60.0
MD			48	2.1						n.a.	n.a.		
MK										n.a.	n.a.		
MT								36	n.a.	n.a.	n.a.		
NL	19 735	6.3	16	0.0	668	33.2		66	n.a.	n.a.	n.a.	33	27.3
NO										n.a.	n.a.		
NotEU								286	n.a.	n.a.	n.a.		
Other										n.a.	n.a.		
OtherEUMS										n.a.	n.a.		
OtherNotEUMS										n.a.	n.a.		
PL	11 361	7.2	141	2.1	6 023	1.7		187	n.a.	n.a.	n.a.	62	46.8
PT	23 460	4.2			5	0.0		75	n.a.	n.a.	n.a.	5	60.0
RO			507	3.2	19 713	2.5		134	n.a.	n.a.	n.a.	20	45.0
RS			108	5.6						n.a.	n.a.		
RU			4	0.0						n.a.	n.a.		
SE	537	5.6	5	0.0	94	0.0		102	n.a.	n.a.	n.a.		
SI	1 547	8.0	7	0.0	2 306	1.1		82	n.a.	n.a.	n.a.	2	0.0
SK	8 754	2.3	4	0.0	10 697	1.3		111	n.a.	n.a.	n.a.	7	28.6
SM										n.a.	n.a.		
SU										n.a.	n.a.		
TJ										n.a.	n.a.		
TM										n.a.	n.a.		
TN										n.a.	n.a.		
TR			283	6.0						n.a.	n.a.		
UA			9	0.0						n.a.	n.a.		
UK	8 392	2.6	1	0.0	111	5.4		54	n.a.	n.a.	n.a.	6	33.3

UNK											n.a.	n.a.		
US											n.a.	n.a.		
UZ											n.a.	n.a.		
VA											n.a.	n.a.		

Table 4 b (continued): Vehicles checked and prohibition rate by Member State 2007–2008

Checked countries	Checking countries (number checked; % prohibitions)																			
	LV		MT		NL		PL		PT		RO		SE		SI		SK		UK	
	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%	checks	%
AL							9	n.a.												
AT			0		10	0.0	610	n.a.			9	33.3	62	n.a.	15	0.0	3	n.a.	420	70.2
AZ							123	n.a.												
BA							161	n.a.							252	2.8				
BE			0		142	7.0	219	n.a.			1	0.0	52	n.a.	1	0.0			1 490	79.5
BG	6	n.a.	0		4	0.0	3 701	n.a.			77	22.1			152	5.9	7	n.a.	735	95.9
BI																				
BO																				
BY	23	n.a.					14 984	n.a.							3	33.3	9	n.a.		
CH							155	n.a.							6	16.7				
CS							644	n.a.												
CY			0		0		32	n.a.			0		1	n.a.	0				24	95.8
CZ			0		41	7.3	15 601	n.a.			12	0.0	9	n.a.	34	2.9	195	n.a.	2 031	84.0
DE	7	n.a.	8	87.5	307	4.9	11 258	n.a.	1	n.a.	31	12.9	528	n.a.	15	6.7	3	n.a.	2 830	66.6
DK	18	n.a.	1	100.0	6	0.0	412	n.a.			0		974	n.a.	1	0.0			141	62.4
EE	140	n.a.	1	0.0	9	33.3	4 836	n.a.			0		330	n.a.	0		0	n.a.	194	77.8
EL			0		9	0.0	201	n.a.							1	0.0			138	108.7
ES			3	66.7	35	0.0	702	n.a.	14	n.a.	2	0.0	53	n.a.	3	0.0			3 776	95.0
EU																		716	n.a.	
FI	10	n.a.	0		6	0.0	177	n.a.			1	100.0	2 153	n.a.	0				22	40.9
FR			1	100.0	21	0.0	203	n.a.			6	33.3	25	n.a.	1	0.0			2 068	63.6
GE							58	n.a.										2	n.a.	
GR											0									
HR	1	n.a.					941	n.a.							260	3.8	1	n.a.		
HU	2	n.a.	0		9	0.0	4 728	n.a.			249	28.5	88	n.a.	208	1.0	74	n.a.	1 626	82.5
IE			0		12	0.0	127	n.a.			1	0.0	25	n.a.	0		1	n.a.	8 275	72.8
IR																				

IS							3	n.a.												
IT	2	n.a.	22	68.2	22	13.6	1 230	n.a.			54	42.6	9	n.a.	55	1.8	0	n.a.	2 163	93.3
KG							63	n.a.												
KZ	2	n.a.					602	n.a.												
LI							34	n.a.												
LT	384	n.a.	0		52	0.0	32 667	n.a.			6	83.3	431	n.a.	33	0.0	16	n.a.	1 300	82.2
LU			0		12	0.0	68	n.a.			0		1	n.a.	0				160	66.3
LV	8 633	n.a.	0		3	0.0	10 355	n.a.			1	0.0	189	n.a.	9	11.1	3	n.a.	171	70.2
MD							1 376	n.a.							6	33.3	1	n.a.		
MK							358	n.a.							39	0.0	2	n.a.		
MT			3 528	54.9	0		14	n.a.			0				0				28	75.0
NL	19	n.a.	3	100.0	3 135	2.5	1 886	n.a.	1	n.a.	14	28.6	511	n.a.	1	0.0	0		4 025	65.7
NO							129	n.a.							583	n.a.				
NotEU																				
Other																	145	n.a.		
OtherEUMS																				
OtherNotEUMS																				
PL	68	n.a.	3	66.7	192	1.6	1 148 087	0.6			98	24.5	1 421	n.a.	95	6.3	362	n.a.	7 394	83.9
PT			0		22	0.0	732	n.a.	542	5.2	0		6	n.a.	1	0.0	0	n.a.	1 346	104.7
RO			0		34	0.0	4 967	n.a.			43 093	36.9	69	n.a.	203	13.3	48	n.a.	1 203	95.8
RS	2	n.a.													163	1.8	2	n.a.		
RU	90	n.a.					22 963	n.a.							40	7.5	24	n.a.		
SE	3	n.a.	0		23	0.0	640	n.a.			4	50.0	157 648	20.9	0		0	n.a.	36	66.7
SI			0		0		1 479	n.a.			8	37.5	25	n.a.	2 274	3.2	4	n.a.	485	82.9
SK	2	n.a.	0		39	0.0	9 182	n.a.			32	31.3	35	n.a.	71	1.4	3 915	n.a.	1 238	87.6
SM							310	n.a.												
SU																				
TJ							20	n.a.												
TM							13	n.a.												
TN																				
TR							3 797	n.a.							18	0.0	5	n.a.		
UA	29	n.a.					27 631	n.a.							61	4.9	101	n.a.		
UK			9	88.9	2	0.0	305	n.a.			1	0.0	35	n.a.	0				122 608	37.8
UNK															5	0.0				

US																				
UZ							73	n.a.												
VA							12	n.a.												

Deficiency rates

Thanks to the quality of data reported by the Member States for the period 2007–2008 it was possible for the first time to draft an overview of deficiency rates (see Table 7).

Table 7: Detected deficiencies

Reporting Member State	braking system and components		exhaust system		smoke opacity		gaseous emissions		steering linkages		lamps, lighting and signalling devices		wheels/tyres		suspension		chassis		tachograph		speed limiting device		evidence of fuel and/or oil spillage		Total
Austria	3.575	22,4 %	578	3,6 %	16	0,1 %	1	0,0 %	916	5,7 %	2.621	16,4 %	2.164	13,6 %	1.592	10,0 %	2.561	16,0 %	243	1,5 %	5	0,0 %	1.698	10,6 %	15.970
Belgium	850	14,4 %	N.A.	N.A.	25	0,4 %	0	0,0 %	105	1,6 %	2.489	42,1 %	866	14,6 %	74	1,3 %	1.443	24,4 %	47	0,8 %	12	0,2 %	5	0,1 %	5.916
Bulgaria	229	20,4 %	16	1,4 %	83	7,4 %	15	1,3 %	55	4,9 %	77	6,9 %	335	29,9 %	10	0,9 %	13	1,2 %	112	10,0 %	170	15,2 %	5	0,4 %	1.120
Cyprus	66	5,2 %	71	5,6 %	21	1,7 %	11	0,9 %	49	3,9 %	246	19,4 %	214	16,8 %	121	9,5 %	215	16,9 %	93	7,3 %	121	9,5 %	43	3,4 %	1.271
Czech Republic	2.522	4,3 %	2.130	3,6 %	10	0,0 %	14	0,0 %	1.574	2,7 %	20.544	34,6 %	12.224	20,6 %	1.488	2,5 %	13.510	22,8 %	1.592	2,7 %	8	0,0 %	3.686	6,2 %	59.302
Germany	32.655	20,8 %	6.671	4,2 %	596	0,4 %	204	0,1 %	5.552	3,5 %	49.634	31,6 %	29.511	18,8 %	5.037	3,2 %	9.862	6,3 %	9.150	5,8 %	2.391	1,5 %	5.901	3,8 %	157.164
Denmark	28	12,2 %	17	7,4 %	N.A.	N.A.	N.A.	N.A.	10	4,4 %	87	38,0 %	13	5,7 %	6	2,6 %	60	26,2 %	4	1,7 %	1	0,4 %	3	1,3 %	229
Estonia	124	7,4 %	42	2,5 %	2	0,1 %	0	0,0 %	42	2,5 %	426	25,5 %	356	21,3 %	113	6,8 %	139	8,3 %	199	11,9 %	57	3,4 %	169	10,1 %	1.669
Finland	2.333	40,9 %	28	0,5 %	12	0,2 %	2	0,0 %	187	3,3 %	1.779	31,2 %	366	6,4 %	162	2,8 %	592	10,4 %	171	3,0 %	18	0,3 %	51	0,9 %	5.701
France	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Greece	289	5,7 %	17	0,3 %	8	0,2 %	6	0,1 %	48	1,0 %	796	15,8 %	2.291	45,4 %	111	2,2 %	203	4,0 %	1.070	21,2 %	133	2,6 %	79	1,6 %	5.051
Hungary	948	4,9 %	852	4,4 %	90	0,5 %	64	0,3 %	170	0,9 %	13.563	70,5 %	990	5,1 %	357	1,9 %	56	0,3 %	198	1,0 %	43	0,2 %	1.910	9,9 %	19.241
Ireland	937	27,3 %	42	1,2 %	9	0,3 %	0	0,0 %	68	2,0 %	1.083	31,5 %	545	15,9 %	226	6,6 %	302	8,8 %	62	1,8 %	90	2,6 %	69	2,0 %	3.433
Italy	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Lithuania	1.368	18,0 %	72	0,9 %	45	0,6 %	28	0,4 %	154	2,0 %	2.410	31,7 %	1.353	17,8 %	36	0,5 %	88	1,2 %	552	7,3 %	15	0,2 %	1.473	19,4 %	7.594
Luxembourg	222	20,3 %	46	4,2 %	2	0,2 %	N.A.	N.A.	49	4,5 %	249	22,8 %	193	17,6 %	164	15,0 %	96	8,8 %	7	0,6 %	N.A.	N.A.	66	6,0 %	1.094
Latvia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Malta	351	7,8 %	95	2,1 %	209	4,6 %	0	0,0 %	722	16,0 %	1.783	39,5 %	778	17,2 %	106	2,3 %	119	2,6 %	58	1,3 %	1	0,0 %	295	6,5 %	4.517
Netherlands	508	30,5 %	38	2,3 %	0	0,0 %	0	0,0 %	143	8,6 %	317	19,0 %	188	11,3 %	253	15,2 %	154	9,2 %	48	2,9 %	5	0,3 %	11	0,7 %	1.665
Poland	5.231	9,5 %	1.621	3,0 %	791	1,4 %	546	1,0 %	2.000	3,6 %	16.234	29,6 %	15.464	28,2 %	1.720	3,1 %	1.435	2,6 %	3.003	5,5 %	587	1,1 %	6.242	11,4 %	54.874
Portugal	34	4,6 %	9	1,2 %	N.A.	N.A.	N.A.	N.A.	23	3,1 %	321	43,1 %	154	20,7 %	35	4,7 %	102	13,7 %	8	1,1 %	2	0,3 %	57	7,7 %	745
Romania	431	2,7 %	215	1,4 %	264	1,7 %	14	0,1 %	10	0,1 %	6.293	39,6 %	6.803	42,9 %	298	1,9 %	633	4,0 %	400	2,5 %	281	1,8 %	230	1,4 %	15.872
Sweden	4.112	12,5 %	248	0,8 %	4	0,0 %	0	0,0 %	1.310	4,0 %	17.001	51,5 %	4.595	13,9 %	417	1,3 %	1.924	5,8 %	2.809	8,5 %	53	0,2 %	509	1,5 %	32.982
Slovenia	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Slovakia	465	26,8 %	61	3,5 %	21	1,2 %	0	0,0 %	33	1,9 %	111	6,4 %	404	23,3 %	0	0,0 %	34	2,0 %	441	25,4 %	0	0,0 %	163	9,4 %	1.733
United Kingdom	47.857	49,5 %	2.072	2,1 %	142	0,1 %	0	0,0 %	3.591	3,7 %	9.299	9,6 %	19.325	20,0 %	8.863	9,2 %	193	0,2 %	160	0,2 %	174	0,2 %	4.926	5,1 %	96.602
Total	105.135	21,3 %	14.941	3,0 %	2.350	0,5 %	905	0,2 %	16.811	3,4 %	147.363	29,8 %	93.132	20,1 %	21.189	4,3 %	33.734	6,8 %	20.427	4,1 %	4.167	0,8 %	27.591	5,6 %	493.745

The number and percentages of deficiencies detected for brakes, tyres and lights (with deficiency rates of 21.3 %, 20.1 % and 29.8 %) show the importance of roadside inspections for road safety. The environmental aspect is better represented by the deficiency rate of 5.6 % of spillage of fuel and/or oil than by the results of emission testing, with a deficiency rate of 0.5 % for diesel and 0.2 % for petrol vehicles. This may be the result of the testing method, particularly where diesel vehicles are concerned.

Even within the different test items — such as the braking system, for example — considerable differences in deficiency rates were reported, ranging from 4.3 % in the Czech Republic to 49.5 % in the United Kingdom. This may be due to the different testing methods applied by the Member States.

6. TYPES OF PENALTIES

The Directive does not lay down a system of penalties for any infringements discovered. Penalties are laid down by the Member States without discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle.

If it becomes clear that a commercial vehicle presents a serious risk to its occupants or other road users, the authority or inspector carrying out the inspection is empowered under Directive 2000/30/EC to prohibit the use of a vehicle until the dangerous deficiencies discovered have been rectified.

Any serious deficiencies found in a commercial vehicle belonging to a non-resident, in particular those leading to the banning of its use, must be notified to the competent authorities of the Member State where it is registered.

The competent authorities of the Member State that found the serious deficiency may ask the competent authorities of the Member State where it is registered to take appropriate measures such as subjecting the vehicle to a further roadworthiness inspection.

7. CONCLUSIONS

1. There is poor compliance by most Member States with the obligation to provide statistics and information under Directive 2000/30/EC:

- not all Member States send the data in a timely way;
- where data are sent, this is not done in enough detail to enable an adequate evaluation of the effectiveness of Community policies on road safety and environmental protection.

2. While the Directive provides a model for individual roadworthiness reports, the form is not easy to use to send all the relevant statistical data electronically to the Commission. As the Directive does not specify a format for sending statistical data, Member States send this information by very different methods, making it difficult to collate the results.

It would be better if in future the data were sent in a computer-processable format. It is necessary, therefore, to specify a common exchange format. On the basis of experience gained in this first exercise, the Commission could propose a common format for electronic transmission of statistical data to the Commission.

There was some improvement for the period 2007–2008, when the Commission provided the Member States with a reporting model in the form of a standard Excel sheet.

Although the Directive requires a specific level of detail (vehicles classified by category and by country of registration, details of items checked and deficiencies encountered on the basis of Annex I to Directive 2000/30/EC), the requisite information is often transmitted in a highly aggregate form, rendering detailed analysis impossible.

The Commission might consider convening the Committee on the Adaptation to Technical Progress, which is responsible for assisting in the implementation of Directive 2000/30/EC, with a view to finding solutions to the difficulties encountered by the Member States in collecting, compiling and transmitting statistical data concerning technical roadside inspections, including possible amendments to the specimen technical roadside inspection report laid down in Annex I to Directive 2000/30/EC. The significant variations in non-compliance levels noted between the Member States cannot be explained by an analysis of the information transmitted. An explanation will be sought in consultation with the Member States.

3. Many Member States mainly check vehicles registered in their own territory. The proportion of vehicles not registered in their territory in relation to all vehicles checked by the Member States varies greatly (see Tables 2a and 2b). The attention of the Member States should be drawn to the fact that inspecting vehicles not registered in their territory helps to spread best practice. Consequently, this proportion ought to be as high as possible in relation to road traffic flows.

4. A more harmonised approach to testing methods and the assessment of deficiencies seems necessary to reduce the differences between Member States. Therefore the Commission will continue to examine whether future measures should be proposed in order to reduce differences. Compliance rates differ between the Member States, although there is no obvious evidence that vehicles originating from other Member States are judged differently from vehicles registered in the reporting Member State.