

Revision of the Roadworthiness Package

Department of the Road Transport, Warsaw, 28th of September 2023

The revision of the Roadworthiness Package

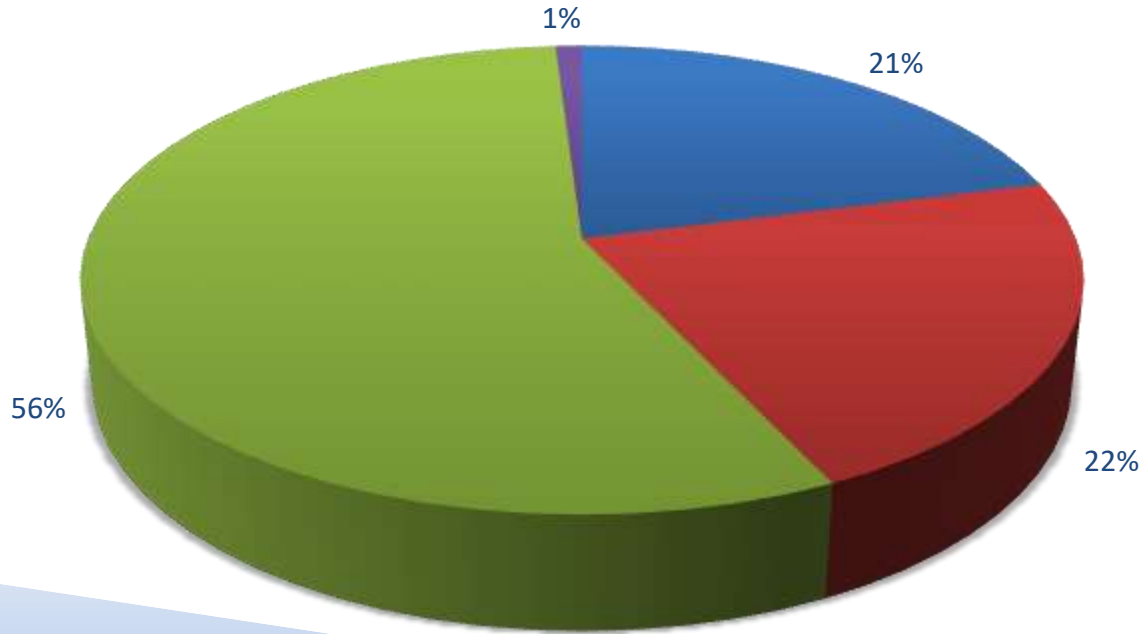
Directive **2014/45/EU** on periodic roadworthiness tests (the Periodic Technical Inspection (PTI) Directive)

Directive **2014/47/EU** on technical roadside inspections (the Technical Roadside Inspection (RSI) Directive)

Directive **2014/46** (the Vehicle Registration Documents Directive)

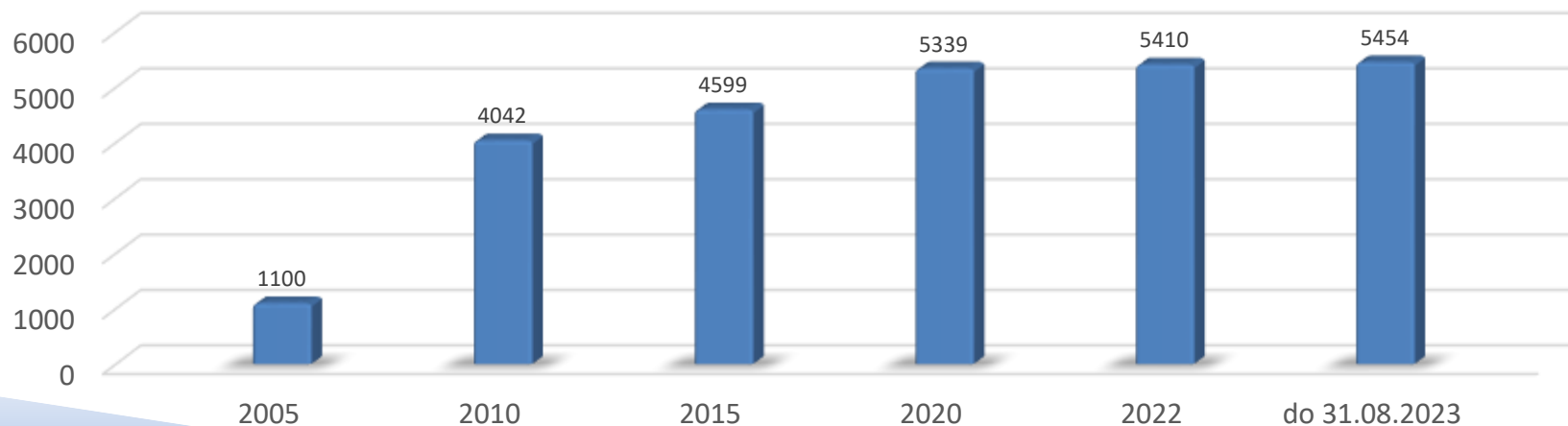
Ricardo Energy & Environment (in a consortium with TRT, E3M Modelling, TEPR and the Spark) has been appointed by the European Commission (DG MOVE) to support the Commission in the preparation of an *Impact assessment (IA) support study on the Directives of the Roadworthiness package (RWP)*.

The age structure of motor vehicles designed and constructed primarily for the carriage of persons and their luggage – vehicle category M₁



Average age of \rightarrow passenger vehicles are approximately 13 years old

The number of testing centres in years: 2005 – 2023

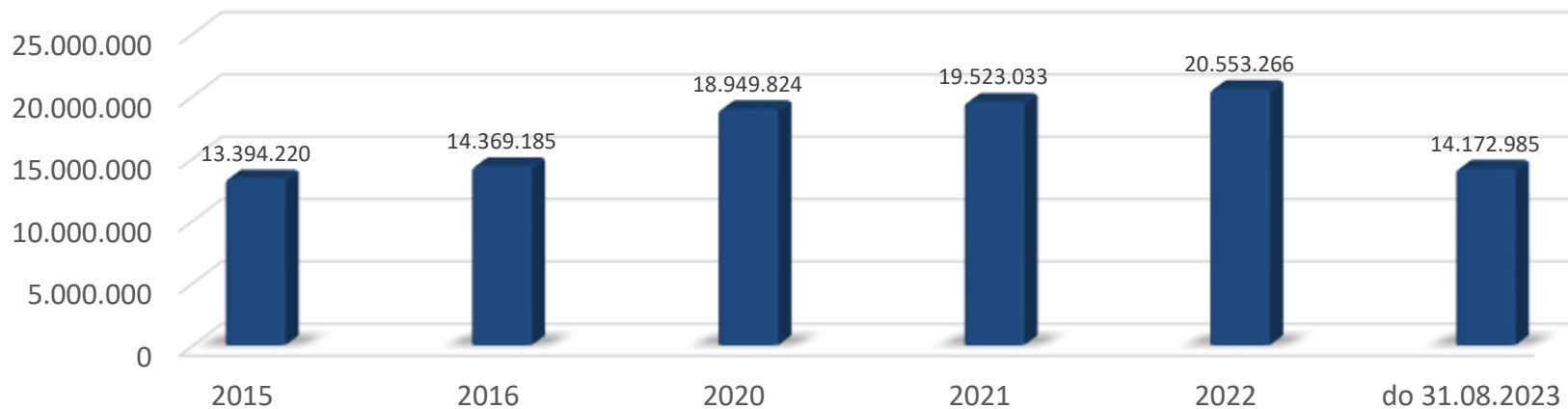


Date and frequency of testing

Categories of Vehicles (or description)	First mandatory test	Subsequent tests (frequency)
M ₁ , N ₁ motorbikes or trailers with a permissible total weight of more than 750 kg but not exceeding 3.5 tonnes	Before registration	Within three years after the date of first registration then after two years then every year
Taxis, N ₂ , N ₃ , "SAM" vehicles, emergency vehicles, vehicles used for driving lessons and driving examinations, vehicles transporting dangerous goods and motor vehicles designed for the transport of 5-9 people	Before registration	Every year
Agricultural tractors, agricultural trailers and mopeds	Before registration	Within three years after the date of first registration then every two years
M2, M3	Before registration	Within one year after the date of first registration then every six months
Vehicles of historical interest and light trailer	Before registration	None*

*Historic vehicles used for commercial road transport are subject to a technical inspection every year.

Number of roadworthiness tests of vehicles performed in years 2015 - 2023



ZASWIADCZENIE O PRZEPROWADZONYM BADANIU TECHNICZNYM POJAZDU / ROADWORTHINESS CERTIFICATE				
ul. Dworcowa 99 00-001 Warszawa		NR 00001/WPR/999/2020		
3 2020-05-25 (3) (data i miejsce badania)				
Marka	Typ	Model pojazdu	(5) Kategoria pojazdu ⁽¹⁾	(2) Numer rejestracyjny pojazdu i kraj rejestracji pojazdu ⁽²⁾
HONDA	CU1	ACCORD	5 M1	2 WPR 12345 PL
Rodzaj pojazdu	Rodzaj badania, czynności	(1) Numer identyfikacyjny pojazdu (VIN) numer nadwozia/podwozia/ramcy		
SAMOCHÓD OSOBOWY	OKRESOWE BADANIE	1	JHMCU1580CC202339	
(7) WYNIK BADANIA POJAZDU ⁽⁷⁾		Pozytywny/Positive (P) Negatywny/Negative (N)		
Data pierwszej rejestracji za granicą ⁽¹⁾	XXXX-XX-XX	Przedsiębiorstwo Handlowo-Produkcyjne sp. z o.o. ul. Dworcowa 99 00-001 Warszawa		
Data pierwszej rejestracji w kraju ⁽³⁾	2012-05-16	Jan Kowalski Jan Kowalski, WPR/D/9999		
(4) Odczyt licznika przebiegu pojazdu w momencie badania ⁽⁴⁾	4 66700 km	9		
(8) Następný termin badania do	8 2021-05-25	(9) Dane identyfikacyjne stacji kontroli pojazdów ⁽⁹⁾ , czytelny podpis uprawnionego diagnosty i numer uprawniajacego		
(6) Stwierdzone usterki i ich kategorie ⁽⁶⁾				
6				
(10) U/wagi ⁽¹⁰⁾				
10				
* Pojazd odpowiada / nie odpowiada ⁽⁸⁾ dodatkowym warunkom technicznym przewidzianym dla:				
Jan Kowalski Jan Kowalski, WPR/D/9999 czytelny podpis uprawnionego diagnosty (numer uprawniajacego)				

The roadworthiness certificate = printout of the electronic record of the roadworthiness test results.

Legend:

- (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

Date of the next roadworthiness test is indicated in vehicle registration certificate in column with optional code „X” from the directive 99/37/EC.

It is not mandatory to have current information on date of the next roadworthiness test in vehicle registration certificate if vehicle owner has the valid roadworthiness certificate issued for a vehicle in paper form. It is a choice of vehicle’s owner

NEW PAGE UNLOCKED

TESTYNI BADANIA TECHNICZNEGO TESTYNI BADANIA TECHNICZNEGO

DATA: _____ PODPIS: _____ DATA: _____ PODPIS: _____

TESTYNI BADANIA TECHNICZNEGO TESTYNI BADANIA TECHNICZNEGO

DATA: _____ PODPIS: _____ DATA: _____ PODPIS: _____

TESTYNI BADANIA TECHNICZNEGO TESTYNI BADANIA TECHNICZNEGO

DATA: _____ PODPIS: _____ DATA: _____ PODPIS: _____

A - stan ogólny pojazdu, B - stan ogólny wnętrza pojazdu, C - stan podwozia pojazdu, D - stan silnika pojazdu, E - stan skrzyni biegów pojazdu, F - stan układu kierowniczego, G - stan układu hamulcowego, H - stan układu elektrycznego, I - stan układu wydechowego, J - stan układu chłodzącego, K - stan układu napędowego, L - stan układu przeniesienia napędu, M - stan układu zawieszenia, N - stan układu osłonowego, O - stan układu osłony, P - stan układu osłony, Q - stan układu osłony, R - stan układu osłony, S - stan układu osłony, T - stan układu osłony, U - stan układu osłony, V - stan układu osłony, W - stan układu osłony, X - stan układu osłony, Y - stan układu osłony, Z - stan układu osłony.

Przebieg: _____
Właściciel pojazdu jest zobowiązany zgłosić w ciągu 30 dni od momentu otrzymania wyniku badania technicznego, w celu zmiany danych zawartych w dowodzie rejestracyjnym pojazdu.

Vehicle registration

In Poland a vehicle is registered at the owner's request by the starosta competent for the place of residence or temporary residence or the seat of the company. Starosta is a local registration authority – registers vehicles on their own behalf and assuming full responsibility.

In Poland there is an obligation to register a motor vehicle (passenger cars, trucks, motorcycles, etc.), a tractor, a slow-moving vehicle that forms part of a trackless train, a moped or a trailer in order to authorized it to enter into service on public roads.

Vehicle registration

Basic documents required for vehicle registration:

- proof of ownership of the vehicle
- EC certificate of conformity or a certificate of conformity
- certificate of positive result of technical inspection of the vehicle, if required, or the vehicle's registration certificate or another document issued by a competent authority of the Member State confirming the performance of technical inspection and its validity period,
- vehicle registration certificate in the case of registered vehicle
- excise/customs documents in the case of imported vehicle

General aim of Polish Ministry of Infrastructure is to simplify vehicle registration procedures in Poland. Therefore in 2022 national vehicle document „*Vehicle card*” and control sticker placed on the windshield were withdrawn from legal circulation and are no longer issue.

Vehicle registration

Overall in Poland there are more than 20 millions of vehicles registered in Central Vehicle Register. Polish local authorities register approximately about 800 000 vehicles every half of year.

Vehicles of important categories registered during last 3 half-years.

Type of vehicle	Vehicles registered in first half of the year 2022	Vehicles registered in second half of the year 2022	Vehicles registered in first half of the year 2023 r.
PASSENGER CARS	580 188	546 364	591 510
HEAVY CARS	72 732	66 285	70 248
TRACTOR UNITS	18 936	22 084	20 189
SEMI-TRAILERS	17 630	21 442	21 136
BUSES	2 157	2 453	2 574

The end of life vehicles

- Vehicle dismantled according to Polish law (and also directive 2000/53/EC) is deregistered (cancelled) by authority competent for the place of its last registration
- Deregistration of end of life vehicle is done at owner's request on the base of documents from authorized dismantling company (but also can be done ex officio)
- Information on deregistration of a dismantled or destroyed vehicle is collected in Central Vehicle Register
- This procedure is in compliance with article 3a (3) of directive 99/37/EC (article incorporated by article 1 (4) of directive 2014/46/EC)

Reducing the number of vehicles with defective or tampered pollutant emission control systems

PL is interested in introducing test methods in order to be able to detect those vehicles that have defective DPF.

We are planning to introduce particle number ('PN') measurement as part of their periodic technical inspection of vehicles equipped with compression ignition engines.

Instead of the introduction of various different measurement methods in the Union, a common set of minimum requirements for PN measurement should be introduced on the basis of EU provisions.

Introducing mandatory PTI for all agricultural and forestry tractors (T category), i.e. remove opt-out

Removing the current opt-out for agricultural and forestry tractors (T category), so making a PTI mandatory for these vehicles. The aim is to address the problem, i.e. that certain vehicles are not (sufficiently) tested for their roadworthiness, and so contribute to the achievement of specific objective, i.e. to significantly reduce fraud and tampering (of safety and emission control systems) and improve the detection of defective vehicles.

Roadworthiness tests in Poland

Poland does mandatory PTI for O₂ category trailers. These vehicles are in heavy use and because of their mass can contribute to accidents.

O₂ category trailers are subject to technical inspections in Poland at intervals of 3-2-1, respectively.

Agricultural tractors are subject to technical inspections in Poland at intervals of 3-2-2, respectively.

Odometer fraud

Odometer fraud is regarded as an offence subject to a penalty because manipulation of an odometer may lead to an incorrect evaluation of the roadworthiness of a vehicle. The recording of mileage in the roadworthiness certificate and access for inspectors to that information facilitates the detection of odometer tampering or manipulation.

In Poland, in order to avoid tampering with the odometer, testing centres put data in the electronic vehicle information platform at each periodic inspection of the vehicle.