

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

RESPONDENT INFORMATION	
I am responding on behalf of	an organisation or a public authority
Please indicate the sectors in wich you are engaged:	Others
How familiar are you with the system of PTI?	Very familiar
EXPERIENCE OF PTI	
Which vehicle category was involved or most usually involved?	Motorcycles
To which type of test do you refer?	Periodic in garage or testing centre
In which country did the test take place?	Sweden
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)? Indicate currency ...	SEK (Sweden - krona )
Indicate type of vehicle ...	Motorcycles
Motorcycles - approximate cost (numeric only)	
260	
What was your impression of the overall efficiency and value for money of the test?	
Efficiency and value for money	4
From your experience, are there any aspects of PTI which could be improved?	Yes
Please identify aspects of PTI that you would like to see improved	Emissions, exhausts Other equipment..... Noisiness
Please specify	
Emissions are not tested. Most stations don't have equipment to measure noise, they use ears instead. This is an outragoeus method 2010 which should be banned in EU. A negative result should always be possible to overrule.	
Which specific technical information from the car manufacturer do you think would be necessary to improve PTI? (for testing centres only)	

Do you think Periodic Technical Inspection should be extended to other vehicle categories?	
Do you think that a new technical inspection should be required again after ...?	
In your opinion, which should be the first date of the inspection compared with those currently required?	Later than actual one
In your opinion, which should be the frequency of the inspections compared with those currently required?	Lower frequency
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?	No
To improve road safety and reduce emissions, how much could the PTI cost reasonably increase for you?	
<b>EXPERIENCE OF ROADSIDE INSPECTIONS</b>	
Do you think that Roadside inspections should be extended to other vehicle categories (unannounced technical inspections of commercial vehicles circulating)?	All commercial vehicles
Do you think that the items verified in Roadside inspections should be extended to the ones foreseen for PTI to avoid unfair treatment?	No
Which specific technical information from the Car Manufacturer do you think would be necessary to improve the Roadside inspections?	Other
Please specify	
I work with motorcycles, not cars.	
<b>THE INSPECTIONS IN EUROPE</b>	
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?	No
If a standardised EU vehicle inspection system were to be introduced should it be based on	the least rigorous standard in force?
Has the absence of a PTI standardised system caused you some costs?	
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)	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

Do you think that the administrative procedure for PTI is too complicated in your country?	No
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?	No
<p>Has the absence of a standardised system of vehicle testing throughout the EU resulted in any other types of cost or inconvenience for you?</p> <p>If so, please explain ...</p>	
<p>I work with consumer issues at the Swedish Motorcyclists Association. We have members living part time in other countries, Spain for example. The Swedish company "Bilprovingen" travels down once a year to test Swedish CARS, nothing else. For persons living outside a EU country where PTI is compulsory, a test in the country where you live should be equal to the Swedish authorities. Also the Police are starting to act very inadequate at Roadside inspections. Instead of demanding a new PTI, they are now demanding a Single Vehicle Type approval test for minor changes. This causes a lot of problems for MC-owners to high costs and ban to ride the motorcycles while waiting for the test.</p>	
<b>POLICY OPTIONS</b>	
Which of the options briefly outlined above would you support?	Option 2: Bilateral agreements
<p>Please list any other information or comments that you consider may assist with PTI for motor vehicles and their trailers</p>	
<p>See answer above about people living in other countries. I would also like to add that we've had compulsory PTI for motorcycles since 1956. The vehicle with less faults every year is motorcycles. The Statistics are available for all citizens and to EU. Motorcycles are looked after from their owners like no other vehicle. Swedish indepth studies of all fatal MC-accidents show that a very low number of motorcycle accidents are caused by technical problems. MAIDS indicated the same thing. There are much more that can be done to improve road safety instead of introducing compulsory PTI for motorcycles. In 2004 the number of compulsory PTI were reduced for motorcycles, caravans and trailers ( first inspection after 4 years instead of 2. After 10 years, every second year instead of every year) . The only vehicle that still can show the same result with less inspections are motorcycles. Motorcycles can only be tested in the warm period of the year. At the same time the caravans are there to be checked and historic vehicles etcetera. This causes big problems every year where vehicles are banned to be driven since they can't get a PTI within due time. Also, PTI is done to check the safety and emissions of the vehicle. No emission tests are done on motorcycles, though this is a demand in the law since many years. There for, the intention of PTI is not working for motorcycles even in Sweden. Last but not least, lack of equipment is a big problem even if we had PTI for 50 years. If you go to a test center, you expect something more efficient and up to date than a pair of ears to check noise. With our own problems in mind, I can't see a European system for motorcycles.</p>	
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