



EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs
Single Market Enforcement
Notification of Regulatory Barriers

Notification Number : 2024/9011/NO (Norway)

Regulations relating to amendments to Regulations of 28th June 2022 No. 1233 on the approval of cars and car trailers for public consultation

Date received : 28/08/2024

End of Standstill : 29/11/2024 (closed)

Message

Message 901

Communication from the Commission - TRIS/(2024) 2265

Procedure for the provision of information EC - EFTA

Notification: 2024/9011/NO

Notification - Notificación - Notifizierung - Нотификация - Oznámení - Notifikation - Γνωστοποίηση - Notificación - Teavitamine - Ilmoitus - Obavijest - Bejelentés - Notifica - Pranešimas - Paziņojums - Notifika - Kennisgeving - Zawiadomienie - Notificação - Notificare - Oznámenie - Obvestilo - Anmälan - Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késéseket - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20242265.EN

1. MSG 901 IND 2024 9011 NO EN 28-08-2024 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries

Departement of Trade Policy

P.O. Box 8090, Dep

NO-0032 Oslo

Norway

3B. Norwegian Public Roads Administration, Directorate of Public Roads

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NORWAY

4. 2024/9011/NO - T40T - Urban and road transport

5. Regulations relating to amendments to Regulations of 28th June 2022 No. 1233 on the approval of cars and car trailers



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for public consultation

6. The regulations applies for manufacturer's obligations concerning national individual approval in Chapter Four of the regulation.

7.

8. The Norwegian Public Roads Administration proposes new provisions in Chapter 4 of the regulation concerning individual approval to regulate the manufacturer's obligations. The purpose is to clarify the manufacturer's responsibilities and responsibilities related to the individual approval of the complete vehicle. The provisions will also clarify the responsibility for components, systems, or separate technical units in the construction of the vehicle. The proposal also includes provisions for notifying other manufacturers of changes made to the vehicle and conditions for making changes in future construction stages.

The proposal theoretically does not change the legal status quo but clarifies key aspects of Regulation (EU) 2018/858 and Safety Regulation (EU) 2019/2144. The proposed provisions are currently in effect through Section 1-4 of the Vehicle Regulation, but there is a specific need to specify these in relation to national individual approval of new vehicles.

The proposal also aims to enhance focus on collaboration among manufacturers, precisely to ensure a more efficient approval process. In the multi-stage construction of vehicles, it is crucial that respective manufacturers are aware of their responsibilities and communicate with other manufacturers regarding factors that may impact various requirements and the levels covered by these.

The proposal will concretize the various manufacturers' responsibilities in connection with the construction of a vehicle in several stages, and by several manufacturers. The Road Administration believes it is especially important to strengthen the interaction between the different manufacturers, because vehicle technology, and the various safety systems are becoming more complex and have significant conditions that must be secured so that the functions intended to ensure road safety are maintained.

9. The Norwegian Public Roads Administration continuously works on improving the accessibility of the regulations for users, in addition to striving for equal treatment in the approval process. The Road User and Vehicle Division aims to develop and manage a forward-looking set of regulations that ensures traffic safety and sustainability and facilitates efficient authority execution. Efficient authority execution will not only give users more value for their money but also be a means to ensure and maintain equal competitive conditions.

When it comes to individual vehicle approval, our study indicates that the international regulations governing it are not easily accessible for manufacturers, applicants, and case handlers at the Road Administration. The study has also shown that manufacturers are not held accountable or fully aware of their responsibilities in line with the regulations. Therefore, the Road Administration believes that clearer Norwegian regulations are essential to make the requirements for individual approval more accessible, while also emphasizing the manufacturer's responsibilities in the Norwegian statute. A clearer regulatory framework will also help ensure consistent and predictable case handling by Road Administration staff.

The challenges mentioned above are also supported by PwC's report 'Quality Audit of the Process for Approval of Heavy Vehicles' from 2021. Among their recommendations, they state: 'Measures that contribute to greater competence, responsibility, and awareness within the industry will still have a positive effect and reduce frustration for both the industry and case handlers due to the volume of documentation submitted.»

PwC also highlights in their audit that «Individual approval of heavy vehicles is regulated by a complex EU legal framework, with numerous legal acts that extensively detail the requirements for vehicles. The application and understanding of these legal acts also require in-depth technical expertise, both within the Road Administration and



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among industry stakeholders.»

One of the reasons for these challenges is that the international regulations often focus on type approval, making it difficult for users to relate them to the approval processes that involve national individual approval of new vehicles. Regulation (EU) 2018/858 has been implemented in Norwegian law through the EEA Agreement, providing flexibility through Article 45 to design alternatives to the regulation's requirements, provided that the alternative requirements are relevant in terms of environmental protection and traffic safety.

This scope of action is therefore used to make national adaptations with regard to the manufacturer's general obligations in national individual approval, the manufacturer's obligations related to the use of components and separate technical units with restrictions and conditions, as well as the manufacturer's responsibilities related to vehicles built by several manufacturers. These rules are applicable and practiced today, but are proposed with this to be included as national regulations to more clearly clarify what applies to national individual approval of new vehicles.

10. References of the Basic Texts: No Basic Text exists

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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