

The Regulation has no social, including demographic, impact, nor does it have an impact on national security, external relations, regional development or the organisation of state institutions and local government.

The activities related to the implementation of the Regulation concern inspectors, inspection companies, owners of vehicles, the Estonian Association of Historic Vehicle Clubs, owners of vintage vehicles and the Estonian Transport Administration. The Estonian Association of Historic Vehicle Clubs and the owners of vintage vehicles will be affected by the regulation when the certificate of recognition of the vintage vehicle is issued after the entry into force of the regulation. In this case, the validity of the act is determined with the accuracy of the month and year instead of the accuracy of the earlier date. The change in the scope of the regular inspection of a machine-vintage vehicle has no impact on the owners or on the Estonian Association of Historic Vehicle Clubs, as the scope of the inspection was already followed in the case of a machine-vintage vehicle in accordance with the new regulation when implementing the current regulation.

For companies conducting inspections, the requirement is relaxed – companies do not need to acquire equipment for checking air brake systems in situations where the company does not provide inspection at the testing centre for vehicles fitted with air brake systems but offers inspection for vehicles with a maximum mass exceeding 3,500 kg. Examples of such vehicles are the RAM 2500, Mercedes-Benz Sprinter.

In the case of vehicles with air brake systems, the inspection of the brakes will change for inspectors following the amendment of the Regulation – the performance of the brakes shall be checked according to ISO 21069-1 or an equivalent method. The measurement of air pressure increases the time needed for the inspection of the combination by approximately 20 to 30 minutes.

The amendment to the attestation regulation does not make it more difficult or time-consuming for inspectors to include additional categories of attestation in the attestation certificate, as this principle is already being implemented.

As a positive effect, after the entry into force of the regulation, the owners of the vehicle can turn to the Transport Administration if the vehicle has been referred from the inspection to implement a corrective measure, and after the implementation of the corrective measure, the owner of the vehicle wants an inspection entry on the registration certificate if the vehicle did not have any other significant or dangerous deficiencies.

Since the service brake performance of vehicles with air brakes will be determined in the future depending on the maximum authorised mass instead of the actual mass, the brake performance requirements will become stricter, since vehicles loaded to their registered weight are usually not subject to roadworthiness test. This may entail the risk of an increase in the number of brake-related failures during roadworthiness tests, but it also increases road safety.