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GENERAL DIRECTORATE OF  
INDUSTRIAL STRATEGY AND TO  
SMALL AND MEDIUM-SIZED  
ENTERPRISES

Sub-department Industrial quality  
and safety

REPORT ON THE REGULATORY IMPACT ANALYSIS OF THE DRAFT ORDER UPDATING ANNEX I TO ROYAL DECREE 2028/1986 OF 6 JUNE 1986 ON THE RULES FOR THE IMPLEMENTATION OF CERTAIN EEC DIRECTIVES RELATING TO THE TYPE-APPROVAL OF MOTOR VEHICLES, TRAILERS, SEMI-TRAILERS, MOTORCYCLES, MOPEDS AND AGRICULTURAL VEHICLES, AS WELL AS PARTS AND COMPONENTS OF SUCH VEHICLES; ANNEXES II, VII AND XVIII TO THE GENERAL VEHICLE REGULATION, APPROVED BY ROYAL DECREE 2822/1998 OF 23 DECEMBER 1998; ANNEXES III, IV, XI AND XII TO ROYAL DECREE 750/2010 OF 4 JUNE 2010 REGULATING THE APPROVAL PROCEDURES FOR MOTOR VEHICLES AND THEIR TRAILERS, SELF-PROPELLED OR TOWED MACHINERY, AGRICULTURAL VEHICLES, AS WELL AS SYSTEMS, PARTS AND COMPONENTS OF SUCH VEHICLES, AND ANNEX VI TO ROYAL DECREE 920/2017 OF 23 OCTOBER 2017 REGULATING THE TECHNICAL INSPECTION OF VEHICLES

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**DRAFT ORDER UPDATING ANNEX I TO ROYAL DECREE 2028/1986 OF 6 JUNE 1986 ON THE RULES FOR THE IMPLEMENTATION OF CERTAIN EEC DIRECTIVES RELATING TO THE TYPE-APPROVAL OF MOTOR VEHICLES, TRAILERS, SEMI-TRAILERS, MOTORCYCLES, MOPEDS AND AGRICULTURAL VEHICLES, AS WELL AS PARTS AND COMPONENTS OF SUCH VEHICLES; ANNEXES II, VII AND XVIII TO THE GENERAL VEHICLE REGULATION, APPROVED BY ROYAL DECREE 2822/1998 OF 23 DECEMBER 1998; ANNEXES III, IV, XI AND XII TO ROYAL DECREE 750/2010 OF 4 JUNE 2010 REGULATING THE APPROVAL PROCEDURES FOR MOTOR VEHICLES AND THEIR TRAILERS, SELF-PROPELLED OR TOWED MACHINERY, AGRICULTURAL VEHICLES, AS WELL AS SYSTEMS, PARTS AND COMPONENTS OF SUCH VEHICLES, AND ANNEX VI TO ROYAL DECREE 920/2017 OF 23 OCTOBER 2017 REGULATING THE TECHNICAL INSPECTION OF VEHICLES**

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## 1. EXECUTIVE SUMMARY SHEET

<b>MINISTRY/AUTHORITY PROPOSING</b>	Ministry of Industry and Tourism / General Directorate of Industrial Strategy and to Small And Medium-Sized Enterprises	<b>Date:</b>	31/10/2024
<b>NAME OF REGULATION</b>	Order updating Annex I to Royal Decree 2028/1986 of 6 June 1986 on the rules for the implementation of certain EEC Directives relating to the type-approval of motor vehicles, trailers, semi-trailers, motorcycles, mopeds and agricultural vehicles, as well as parts and components of such vehicles; and Annexes II, VII and XVIII to the General Vehicle Regulation, approved by Royal Decree 2822/1998 of 23 December 1998; Annexes III, IV, XI and XII to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures for motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as systems, parts and components of such vehicles, and Annex VI to Royal Decree 920/2017 of 23 October 2017 regulating the technical inspection of vehicles.		
<b>REPORT TYPE</b>	Normal <input type="checkbox"/>	Abridged	<input checked="" type="checkbox"/>
<b>TIMELINESS OF THE PROPOSAL</b>			
<b>MATTER REGULATED</b>	<p>Annex I to Royal Decree 2028/1986 of 6 June 1986 contains all the regulatory acts and requirements that must be complied with in order to obtain national type-approval for motor vehicles, trailers, semi-trailers, motorcycles, mopeds and agricultural vehicles, as well as for the parts and components of those vehicles. These are necessary to ensure the safety of vehicles, other road users, and the protection of the environment.</p> <p>In addition, in order to maintain uniformity in national and Union regulations on the matter, Appendix 5 to Annexes III and IV, and Annex XI to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures of motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as systems, parts and components of such vehicles, should also be updated. These contain the list of requirements for the approval of vehicles in National Small Series and National Individual Approval of vehicles of categories M, N and O, respectively.</p> <p>With the Order, progress is made in the digitalisation of the procedures with the extension of the roadworthiness test card in electronic format to new vehicle types and new stakeholders (eITV card type A, C, and D).</p> <p>The amendment to Royal Decree 920/2017, on roadworthiness testing, updates Annex VI, regarding the training requirements for persons carrying out the line inspection, given that the title of Technician in electromechanics of vehicles provides those who study it with sufficient knowledge for conducting the inspection.</p> <p>The amendments to Annexes II, VII and XVIII to the General Vehicle Regulation adapt this text in order to prepare it for zero-emission mobility solutions that are more respectful of vulnerable road users, who constitute a significant share of road-accident victims, especially in urban environments. Likewise, the amendments regarding the requirements for tyres (winter driving conditions, and tread depth) adapt the national regulations to the latest regulatory advances in neighbouring countries and in international vehicle regulation forums (UNECE/ITC_wp.29).</p>		

OBJECTIVES PURSUED	The purpose of the Order is to align national requirements with harmonised Union regulation.	
MAIN ALTERNATIVES CONSIDERED	Inaction. The update might not have been considered. In that case, lower safety requirements would have been maintained for the non-harmonised areas compared to those of neighbouring countries, although the improvements in vehicle safety resulting from the introduction into mass production of vehicles that comply with the latest safety advances would not have been utilised. This text attempts to strike the right balance between improving safety, with the implementation of advanced safety systems in vehicles, and the specific features of manufacturing small quantities of vehicles.	
CONTENT AND LEGAL ANALYSIS		
Type of regulation	Ministerial Order	
Structure of the Regulation	The Order consists of a descriptive part, four articles, two transitional provisions, and one final provision.	
Reports received	Industrial Safety Coordination Council Higher Council for Traffic, Road Safety and Sustainable Mobility General Technical Secretariat of the Ministry of the Interior General Technical Secretariat of the Ministry of Transport and Sustainable Mobility General Technical Secretariat of the Ministry for the Ecological Transition and the Demographic Challenge General Technical Secretariat of the Ministry of Industry and Tourism Council of State	
Hearing process		
IMPACT ANALYSIS		
Compliance with the distribution of powers	What is the prevailing jurisdictional authority?	This draft legislation is issued under Article 149(1)(21) of the Spanish Constitution, which confers on the State exclusive jurisdiction in matters of traffic and the circulation of motor vehicles.
Economic and budgetary impact	Overall economic impact	None envisaged.
	With regard to competition	<div><input checked="" type="checkbox"/> The regulation has no significant effects on competition</div> <div><input type="checkbox"/> The regulation has positive effects on competition</div> <div><input type="checkbox"/> The regulation has a negative impact on competition.</div>
	With respect to administrative burdens	<div><input checked="" type="checkbox"/></div>

		<p>It entails a reduction in administrative burdens</p> <p>It involves new administrative burdens</p> <p>Estimated quantification .....</p> <p>It does not affect administrative burdens</p>
	With respect to budgets	<p><input type="checkbox"/> It affects state budgets</p> <p><input type="checkbox"/> It affects the budgets of other Territorial Administrations</p> <p><input type="checkbox"/> It implies an expenditure:</p> <p><input type="checkbox"/> It implies a revenue:</p>
Gender impact	The gender impact of the regulation is	<p><input type="checkbox"/> Negative</p> <p><input checked="" type="checkbox"/> None</p> <p><input type="checkbox"/> Positive</p>
Climate change impact	Impact of the regulation on climate change	<p><input type="checkbox"/> Negative</p> <p><input checked="" type="checkbox"/> None</p> <p><input type="checkbox"/> Positive</p>
Other impacts considered	SME, Gender, Children and Adolescents, and Family.	
Other considerations		

## **2. JUSTIFICATION FOR ABRIGED REPORT**

An abridged report is drawn up for the draft Ministerial Order in question, considering that the draft has no economic impact and that it has no gender impact, and that it makes very specific amendments to Annex I to Royal Decree 2028/1986 of 6 June 1986 on the rules for the implementation of certain EEC Directives relating to the type-approval of motor vehicles, trailers, semi-trailers, motorcycles, mopeds and agricultural vehicles, as well as parts and components of such vehicles. In the same way, Appendices 5 to Annexes III and IV, and Annexes XI and XII to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures for motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as systems, parts and components of such vehicles, are amended to include specific considerations for national small series approvals and national individual approval for the new requirements introduced at European level by the new general safety regulation, Regulation (EU) 2019/2144, as well as to advance in the digitalisation of registration processes, with the inclusion of the electronic card for ITV cards of type A, AL, C, CL, D, and DL.

This Royal Decree has already been subject to multiple updates by the Orders of 4 February 1988, 10 April and 24 November 1989, 16 July 1991, 24 January, 24 July and 29 December 1992, 10 June and 15 October 1993, 22 February 1994, 9 March 1995, 24 April 1996, 25 April and 9 December 1997, 28 July 1998, 17 February and 14 June 1999, 4 February, 14 July and 27 December 2000, 23 July 2001, 25 June and 26 December 2002, 8 October 2003, 10 February and 23 September 2004, 3 October 2005, 14 February, 13 June and 30 November 2006, 13 March and 27 September 2007, 5 June 2008, 20 March and 16 October 2009, 26 November 2010, 10 May 2012, 22 October 2013, 26 June and 26 December 2014, 2 June 2016, 18 December 2017, and 30 April 2020, which transposed Union directives and other Union rules of direct application, and the regulations of the United Nations Economic Commission for Europe (UNECE), derived from the Geneva Agreement, as agreed up to the date of the last order cited.

Therefore, it is considered appropriate to draw up the abridged report provided for in Article 3 of Royal Decree 931/2017 of 27 October 2017 regulating the Regulatory Impact Analysis Report.

## **3. TIMELINESS OF THE PROPOSAL**

### **3.1. Rationale**

Since the last update, published on 9 May 2020 and supplemented by the corrigendum published on 15 May 2020, a number of Regulations of the European Parliament and of the Council, Commission Regulations implementing those Regulations, and UN Regulations have been adopted. Therefore, a further revision of Annex I to Royal Decree 2028/1986 of 6 June 1986 is necessary, as well as of Appendix 5 to Annexes III and IV, and Annex XI to Royal Decree 750/2010 of 4 June 2010, to keep the requirements for national approval in line with the technical progress reflected in the European and UN Regulations, while establishing a specific framework for national type-approval of vehicles produced in small quantities or individually.

### **3.2. Objectives and alignment of the Regulation to the principles of sound regulation**

The adaptation of European regulatory production to our internal legal order through this system of updates to the annexes of Royal Decree 2028/1986 of 6 June 1986, has taken place for almost 30 years. More than 40 updates of the annexes have been made, and it has proven to be a very useful tool, highly operational for the sector of manufacturers of vehicles and their parts and components, thus, ensuring a stable, integrated, and clear regulatory approval framework that facilitates their

knowledge, and understanding, and the actions of operators in accordance with the principle of legal certainty.

In this new update, it is worth highlighting the inclusion of Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166.

That Regulation, which applies to vehicles for the transport of persons, goods, and their trailers (categories M, N and O), lays down the general safety requirements for vehicles. It has been applicable since 6 July 2022, and includes new requirements that will improve, particularly, the safety of vehicle occupants and other road users, with a particular focus on vulnerable road users. New mandatory in-vehicle safety systems include, although are not limited to, Intelligent Speed Assistance, Emergency Braking, Event Data Recorder or Emergency Lane-Keeping System. However, as laid down in the regulation itself, specific conditions should be laid down for vehicles manufactured in small quantities in order to take account of the compatibility of the new mandatory requirements with the vehicle production ecosystem, and, where appropriate, to lay down deferred dates of application which will make it possible to reduce, once the specific technology is already commonly used and mandatory in vehicles manufactured in large series, the additional costs arising from incorporation into the vehicle.

In addition, it is necessary to align the existing requirements at national level regarding the control of pollutant emissions, and certification of carbon dioxide emission values, given that various regulations on emissions that modify the existing conditions for those in real traffic conditions and in the laboratory (WLTP test), as well as for laboratory tests for light vehicles or the certification of CO2 emissions in heavy-duty vehicles, have been published since the last update of the annexes to Royal Decree 2028/1986 of 6 June 1986.

In the light of the above, this legislative initiative is justified by reason of general interest, which is to ensure the safety of vehicles, other road users and environmental protection, while taking into account the specific features of the fabric of production of the vehicle manufacturing industry. These are the aims pursued and this is the best alternative for achieving them, adapting this action to the principles of necessity and efficiency. In accordance with the principle of proportionality, this draft contains the regulations necessary for adapting the regulations in these matters to technical progress and the regulatory standards of the European Union.

The principle of transparency will apply throughout the procedure for drawing up this Order, making it known both in the process of prior public consultation and in the process of hearing and public information on the website of the Ministry of Industry and Tourism, to enable potential recipients to participate actively in the aforementioned procedure, and requesting all the necessary reports.

### **3.3. Alternatives**

- (a) Not updating the Royal Decree.



Not updating is not deemed to be a reasonable action, as the technical progress of the sector is constant and technical requirements at national level should be kept in line, as far as possible, with those harmonised at European or international level.

- (b) No better alternative is apparent.

The first update was performed in 1988. When consulting the sector in 2015, they considered that the regulatory framework for approval was clear and operational, facilitating this Order for regulatory application. The business sector concerned is clearly habituated to this way of proceeding.

#### **4. PREVAILING JURISDICTIONAL AUTHORITY**

This Order updates Annex I to Royal Decree 2028/1986 of 6 June 1986 and, in addition and in order to maintain uniformity in national regulations as well as with the relevant EU legislation, it also updates the format of Appendix 5 to Annexes III (categories M and N) and IV (category O), and Annexes XI and XII, relating to the technical vehicle inspection card, to Royal Decree 750/2010 of 4 June 2010. This Order is issued pursuant to Article 149(1) (21) of the Constitution, which confers on the State exclusive competence in matters of traffic and the circulation of motor vehicles. In accordance with the authorisation granted by the first final provision of Royal Decree 2028/1986 of 6 June 1986 which empowers the Ministry of Industry and Energy (now the Ministry of Industry and Tourism) to update the Annexes.

#### **5. CONTENT, LEGAL ANALYSIS AND DESCRIPTION OF THE PROCESSING**

##### **5.1. Content**

The proposed Order consists of a descriptive part, four articles, two transitional provisions, a final provision, and three annexes. The preamble addresses the amendments contained in the Order.

Article 1 provides for the replacement of Annex I to Royal Decree 2028/1986 of 6 June 1986 with Annex I to this Order.

Article 2 includes amendments to the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998, in order to consider new forms of urban mobility, establishing a classification and differentiated licence plates for low-power category L1e-B vehicles with a maximum speed of up to 25 km/h, in line with other measures for the general extension of calm traffic on urban roads. Article 2 also includes amendments concerning the use of winter tyres. These adaptations are in line with technical developments regarding tyre grip and are reflected in the latest amendments to UN Regulation No 117, concerning grip properties in extreme snow conditions, where regulated tests are already envisaged to ensure a minimum level of performance.

In line with the amendment to Royal Decree 2028/1986 of 6 June 1986, Article 3 of this Order also updates Appendix 5 to Annexes III and IV, and Annexes XI and XII to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures of motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as systems, parts and components of such vehicles. Appendix 5 to Annex III to Royal Decree 750/2010 of 4 June 2010 contains the list of requirements for the approval of vehicles in the National Small Series and Individual Approval of vehicles in categories M, N, and is replaced with Annex II to this Order. Similarly, Appendix 5 to Annex IV to Royal Decree 750/2010 of 4 June 2010 does the same for category O vehicles, and is replaced with Annex III to this Order. Article 3(3) and (4) of this Order include the amendment of the mandatory nature of the electronic

roadworthiness test card (eITV cards) for cards of type A, AI, C, CL, D, and DL, in vehicles of categories M, N, and L, as well as the elimination of the requirement for duplicate submission to the Ministry of Industry and Tourism of electronic roadworthiness test cards for vehicles to be registered in Spain, since economic operators are already communicating with an administrative register, namely one of the Directorate General for Traffic.

Article 4 includes amendments to Royal Decree 920/2017 of 23 October 2017, which regulates the technical inspection of vehicles, to adapt the training requirements of inspectors to the current training reality, and to alleviate the problems of hiring inspectors reported by operators and various autonomous communities.

The first and second transitional provisions establish temporary arrangements for adapting the new requirements for national small series approval and individual approval, as well as for the replacement of registration plates on light mopeds or microcycles.

The single final provision indicates the entry into force of the Order.

Annex I lists the functions subject to approval and the European standards according to which manufacturers or representatives must apply for approval of their products, qualifications concerning new types to be approved and new registrations, and exemptions from some of the technical requirements provided for in those functions. Finally, Annexes II and III contain the relevant amendments to Appendix 5 of Annex III and Appendix 5 of Annex IV, respectively, of Royal Decree 750/2010 of 4 June 2010. These are the ones that contain the list of requirements for the approval of vehicles in National Small Series and Individual Approval of vehicles of categories M, N, the first of them, and O, the last.

## **5.2. Legal analysis**

Article 4(1)(b) of Government Law No 50/1997 of 27 November 1997 confers on Ministers the exercise of regulatory authority in matters pertaining to their Department.

With regard to the amendments to Royal Decree 2028/1986 of 6 June 1986, the first final provision empowers the Ministry of Industry and Energy, now the Ministry of Industry and Tourism, to amend Annex I in order to adapt it to the provisions of directives that may be issued in the future and to the regulations deriving from the Geneva Agreement.

Therefore, since it is enacted in use of the authorisation contained in the first final provision of Royal Decree 2028/1986 of 6 June 1986, the rank of the proposed provision is appropriate. In accordance with the authorisation conferred by the first final provision of the aforementioned Royal Decree, in connection with the regulatory power conferred on Ministers in matters pertaining to their department by Article 4(1)(b) of the Government Law, the annexes to the Royal Decree may be amended by Ministerial Order.

The Ministerial Order amendments to Royal Decree 920/2017 of 23 October 2017 and Royal Decree 750/2010 of 4 June 2010, and to the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998, are covered by the sixth final provision, second final provision, and third final provision, respectively, of the aforementioned Royal Decrees.

This provision shall remain in force indefinitely, until it is repealed or amended by another provision of equal or higher rank, since its purpose refers to a reality limited in time, but generally affects the

technical requirements that vehicles must meet in order to be placed on the market, marketed and registered.

#### Technique of regulatory reference to Union law

For the incorporation of regulations of the European Union to our legal system, the technique used has been that of transposition by reference or referral that, in our case, is articulated through the quotation of these in Annex I of Royal Decree 2028/1986 of 6 June 1986, previously listed in the descriptive section of the draft.

The Opinion of the Council of State No 707/2013, which was issued for updating the annexes to the Order published in the Official State Gazette of 24 October 2013 (Order IET/1951/2013 of 22 October 2013), and which supported Opinion 933/2014, which was favourable to the approval of the update published in the Official State Gazette of 9 January 2015 (Order IET/2556/2014 of 26 December 2014), states that this technique may exceptionally be used when it is essential and, therefore, the Council of State does not oppose the approval of the draft in the terms set out, which is reiterated in Opinion No 186/2016, prior to the approval of the update of the annexes by order published in the Official State Gazette of 10 June 2016 (Order IET/904/2016 of 2 June 2016). However, the consultative body recommended transposing the content of the consolidated version of the existing directives into general national provisions.

The changes introduced in this draft legislation derive from regulations of the European Parliament and of the Council, as well as from delegated regulations of the Commission, and implementing regulations of the Commission, as were published in the three previous orders: Order IET/904/2016 of 2 June 2016 EIC/1337/2017 of 18 December 2017 and Order ICT/397/2020 of 30 April 2020. In Opinion 574/2017, the Council of State reinforces the considerations set out in Opinion 186/2016, in that it deems the technique of regulatory referral appropriate for EU regulations, as European case law is opposed to the reproduction of regulations through national legislation.

Although the approval regulations for new vehicles are directly applicable in the Member States and do not require transposition, they need to be incorporated into national regulations in order to apply to those activities related to type-approval but not covered by harmonised type-approval regulations, such as conversions of registered vehicles and type-approval of used vehicles from other countries.

Similarly, the Ministerial Order amendments to Royal Decree 920/2017 of 23 October 2017 and Royal Decree 750/2010 of 4 June 2010, and to the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998, are covered by the sixth final provision, second final provision, and third final provision, respectively, of the aforementioned Royal Decrees. In the case of the amendment of Royal Decree 750/2010 of 4 June 2010, the authorisation for amendment is shared with the Ministry of the Interior. The authorisation for the modification of the General Vehicle Regulation falls to the Ministries of Interior, Industry and Tourism, of the Ecological Transition and the Demographic Challenge, and of Transport and Sustainable Mobility, meaning that the draft will be submitted to these departments for a report.

The proposed Order does not provide for the repeal of any provision of Spain's domestic law.

#### **5.3. Description of the processing**

As regards processing, authorisation was obtained from the Secretary-General for Industry and Small and Medium-sized Enterprises on 4 January 2022, to initiate the procedure for drawing up the Order in question.

In accordance with Article 26(2) of Government Law 50/1997 of 27 November 1997, the public consultation procedure has been carried out prior to the preparation of the draft, on the website of the Ministry of Industry, Trade and Tourism, in its section concerning Industry and SMES (Public Participation), and the link to which is:

[Ministry of Industry and Tourism / Industry and SMES - Public Participation.](#)

The publication took place on 11 January 2022, and the deadline for comments was 28 January 2022. Following that deadline and with no replies having been received, the procedure for drawing up the draft was continued.

In accordance with the provisions of Article 26(6) of Government Law 50/1997 of 27 November 1997, the process of hearing and public information was carried out. To this end, on 3 July 2023, the text was published together with the corresponding version of the MAIN (Regulatory Impact Analysis Report) on the web portal of the [Ministry of Industry and Tourism](#), with a deadline for receiving comments being 21 August 2023.

The report on the assessment of the comments made is set out in Annex I.

On 16 February 2024, the text was submitted for information and comments to the members of the standing committee of the Industrial Safety Coordination Council. Comments were received from the Autonomous Communities of Castile-La Mancha, Catalonia and Extremadura, either on their own or in their role of representatives of the other Communities. The assessment report of these is set out in Annex II to this report.

On 21 February 2024, a report was requested from the Higher Council for Traffic, Road Safety and Sustainable Mobility. The assessment report on comments is set out in Annex III.

On 24 April 2024, reports were requested from the Ministry for the Ecological Transition and the Demographic Challenge, the Ministry of Transport and Sustainable Mobility, and the Ministry of the Interior. The reports were received on 28 May, 17 June and 4 September, respectively, and the report assessing the comments is set out in Annex IV to this report.

On xx November 2024, the TGS Report of the Ministry of Industry and Tourism was received. Assessments

A request for an Opinion was submitted to the Council of State on xx November 2024. The opinion was received on xx xxxxxx 2024, with Annex IV containing the assessment of the comments received therein.

## **6. IMPACT ANALYSIS**

### **6.1. Economic and budgetary impact**

The regulatory amendment that is being processed will not have any impact on the General State Budgets, budgets of the Autonomous Communities or Local Entities, and will also not generate personnel costs.

With regard to the use of digital administration means or services, there is no significant economic or budgetary effect. The amendments to Articles 1, 2, and 4 do not imply changes in the use of systems or

procedures. With regard to the amendment of aspects relating to the ITV card and the change from paper format to digital mode, in the case of the ITV A card, there is already an established channel of communication between the vehicle register of the Directorate-General for Traffic and the ITV stations, by which they communicate to that register, in real time, the inspection results. The implementation of the electronic ITV A card does not require the development of new exchange systems, beyond those already existing.

What is provided in the proposed Order has no economic impact for the general government, as no public fees or public tariffs are generated, there is, thus, no income. Nor does it involve expenditure for administrations.

No economic effects are derived from the publication of this Order.

### **6.2. Impact on SMEs**

The study of the impact that the regulation has on SMEs is especially important in Spain, where Small and Medium Enterprises represent 99.8 % of the Spanish business landscape, with its contribution to Gross Added Value of approximately 56.3 % and 59.4 % to total employment, so its activity is crucial to determine the progress of the Spanish economy.

As stated in the section of this report relating to the justification for the abridged report, this draft Order would make very specific amendments to Annex I to Royal Decree 2028/1986 of 6 June 1986, consisting of updating the aforementioned annexes, in order to adapt them to the developments derived from the publication of new European regulations, as well as those resulting from agreements to which the European Union accedes. To this end, regulatory acts relating to the approval of motor vehicles, their parts, and equipment, are incorporated into the aforementioned draft, thereby updating the acts of the previous annexes which they replace, in order to contribute to technical progress and the aforementioned evolutionary adaptation. There are no changes in the administrative procedures applied, nor an increased processing burden for economic operators, the approval of this draft will not have any impact on SMEs.

### **6.3. Gender impact**

The update will not have any gender impact since, with there being no basic inequalities in relation to equal opportunities and treatment between women and men in the matter regulated by it, no alteration of this situation is foreseen. The gender impact is therefore zero.

### **6.4. Impact on children and adolescents**

Pursuant to the provisions of Article 22(d) of Organic Law 1/1996 of 15 January 1995 on the Legal Protection of Minors, the partial amendment of the Civil Code and the Civil Procedure Act, as amended by Law 26/2015 of 28 July 2015 amending the system for the protection of children and adolescents, the draft legislation has no impact on children and adolescents, since it exclusively addresses technical product issues and does not have direct legal effects on natural persons.

### **6.5. Impact on families**

Pursuant to the provisions of the tenth additional provision of Law 40/2003 of 18 November 2003 on the protection of large families, introduced by the fifth final provision of Law 26/2015 of 28 July 2015 amending the system of protection of children and adolescents, the draft legislation has no impact on families, since it exclusively addresses technical product issues and does not have direct legal effects on natural persons.

## **6.6. Climate change impact**

The fifth final provision of Law 7/2021, of 20 May 2021, on climate change and energy transition, has introduced this impact and amended Article 26(3) of Government Law 50/1997 of 27 November 1997.

This draft Order would make very specific amendments to Annex I to Royal Decree 2028/1986 of 6 June 1986 and, in addition, to Appendix 5 to Annexes III and IV, and Annex XI to Royal Decree 750/2010 of 4 June 2010, in order to update those Annexes and adapt them to technical developments resulting from the publication of new European regulations and from agreements to which the European Union accedes. Thus, according to the provisions, this draft regulation has no impact due to climate change.

## **7. ASSESSMENT OF ADMINISTRATIVE BURDENS**

The new Order advances the implementation of the electronic ITV card, mandatory for type B cards issued by manufacturers of vehicles of categories M and N, since November 2015, and for type BL ITV cards issued by manufacturers of vehicles of category L, since May 2016. A mandatory date is set for the ITV type A card, issued by the competent bodies of the administration: ITV stations, as well as type C and CL cards (incomplete vehicles) and D and DL (completed vehicles) for vehicles of categories M (passenger cars), N (vans) and L (motorcycles, tricycles and quadricycles).

The elimination of paper ITV A cards will entail direct communication of the card from the ITV station to the Vehicle Registry of the General Directorate of Traffic. In addition to eliminating the risk of errors during the process of digitising the data that appear on the paper ITV A card for manual entry in the registry, this process is eliminated. When calculating the reduction of charges, the presentation of ITV A card on paper for registration is assimilated to the presentation of a communication, with a unit cost of EUR 30.

In the case of the ITV C, CL, D and DL cards, while the issuance by the document is not eliminated, the reduction of charges derived from the digitisation of this is estimated at EUR 28.

According to data from the publications service of the Ministry of Industry and Tourism, the average sales of ITV cards during the years 2022-2023 is 256 000 for type A cards (A, AL, AR, AT, not including the Additional Sheet) and 89 000 for the rest of cards that will now be replaced by the electronic format (B, BL, C, CL, D, DL). This entails a saving of:

$256\,000 \text{ ITV cards/year} * \text{EUR } 30/\text{ITV card} + 89\,000 \text{ ITV cards/year} * \text{EUR } 28/\text{ITV card} = \text{EUR } 10\,172\,000.$

Finally, the elimination of a duplicate submission to the electronic registry of the Ministry of Industry and Tourism represents a unit saving of EUR 2, with a total reduction of a number that varies with the volume of vehicle sales, but that in the years 2022-2023 has stood at figures of between 1.2 and 1.4 million submissions/year. Assuming a unit cost reduction of EUR 2/submission, a saving of between **EUR 2.4 and 2.8 million/year** would be obtained.

## **8. EX-POST EVALUATION**

There is no requirement for ex post evaluation of the effectiveness, sustainability and results of the standard, within the meaning of Article 3.2 of Royal Decree 286/2017, of 24 March, regulating the Regulatory Annual Plan and the Regulatory Annual Evaluation Report of the General State Administration and establishing the Regulatory Planning and Evaluation Board.

**9. ANNEX I – Analysis of submissions received at the hearing**

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ANESDOR	I	4	<p>‘Protective helmets and visors’</p> <p>‘(1) The placing on the market of helmets with the 05 series of amendments shall be permitted until 03/01/2027 03/01/2028 provided that they were first placed on the European Union market before 03/01/2025 02/01/2025’</p>	<p>The justification for the proposed changes is as follows:</p> <ul style="list-style-type: none"> <li>- We propose to extend by 1 more year the date of cessation of sale (until 2028) so as not to affect the final customer sale stores (in many cases SMEs), allowing enough time to release the stock of helmets with previous ECE R22.05 approval.</li> <li>- However, we propose a stricter scenario regarding import deadlines. Taking into account that, since July 2023, it has no longer been possible to manufacture/mark helmets with approval R22.05, we consider that giving a period of one year (until July 2024) is sufficient to transport the last stocks manufactured, and in this way avoid possible fraud or manufactures beyond this date.</li> </ul>	Accepted. Mandatory date for placing on the market -> entry into force	Yes
ANFAC	I	1	<p>1. For some of the subjects, the following text is indicated in the ‘Comments’ section for NKS and individual approval: ‘If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not exceed 1 500, it is not</p>		The comment is reworded for better understanding	No



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series'. The manufacturer tells us that it is difficult for them to understand this phrase, but that they interpret it as follows: 'If a coachbuilder creates less than 1 500 vehicles per year in the EU of all brands (types), in the event that a base vehicle arrives without the safety systems, it will not have to install them'. Would that be the case? I also have doubts.</p> <p>2. For some of the GSR phase B security systems, 6 July 2024 is indicated as the date for new types, and 7 July 2026 as the date for new registrations. This would be phase C of the GSR. Our understanding is that this aspect is this way because the wish is to postpone the obligation of BSIS, MOIS, etc. for 2 years in the case of NKS and individual. The introduction to the Order in fact states: 'Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 stresses the need to assess the appropriateness of a deferred application of certain technical requirements for certain vehicles that are manufactured in</p>			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			small quantities. In this regard, this Order includes deferred application dates for certain technical requirements, in national small series approval and national individual approval.' Would that be the case? Is the base vehicle being referred to? Or just the completed vehicle?			
ANSEMAT	I	2		<ul style="list-style-type: none"> <li>• In Part 2 (Agricultural or forestry vehicles), in column 4 (Regulations referred to in Article 4.3. (F) (M)) in Annex I, almost all references to UN Regulations that can be used as an alternative to those in column 1 have been deleted, but not all of them. <ul style="list-style-type: none"> <li>o We do not know why. The only thing we can think of is that, for the sake of simplifying the document, and given that the alternative UN Regulations are already listed in Annex I to each of the Regulations, Framework and Delegated texts, appearing in column 1 (Subject matter of Regulation (H) (D). European provisions Article 3.) of said table, it would be redundant to list them.</li> <li>o But, in that case, we understand that all of them should have been deleted and not only deleting most of them and leaving some, as has been the case.</li> <li>o Given that Royal Decree 2028/1986 is used by different bodies, from the</li> </ul> </li> </ul>	Additional explanation is included in the preamble. Only alternatives additional to those already covered by the EU type-approval are added in column 4 which, of course, can be considered as valid also for the national type-approval.	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				Technical Approval Services when making national approvals, to the Technical Overhaul Services, and the ITV stations when processing overhauls in agricultural vehicles, we consider that a note should be included in that column 4 (Regulation referred to in Article 4.3. (F) (M)), expressly indicating that the UN Regulations listed in Annex I to the EU Regulation indicated in column 1 of the table, for each subject matter, may continue to be used. If this is not the case, we believe that issues may arise.		
ANSEMAT	II			<ul style="list-style-type: none"> <li>In the table in Annex II, we believe that Regulation (EU) 2015/504 implementing Regulation (EU) No 167/2013 of the European Parliament and of the Council with regard to the administrative requirements for the approval and market surveillance of agricultural and forestry vehicles, which was previously included in the table and is one of the regulations supplementing Regulation (EU) No 167/2013, should be included.</li> </ul>	R(EU) 2015/504 is included in 'Statutory plate and marking'	Yes
ASCATRAVI		PREAMBLE	First final provision. Amendment of Annexes III, IV, XII and XI to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures for motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as	Typographical error referring to Annex XII when referring to Annex XI.	Corrected in the text	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			systems, parts and components of such vehicles.			
ASCATRAVI	I	1 A21	National small series and national individual approval: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not exceed 1 500, it is not mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series.	The condition that the base vehicle must not comply with the regulatory act is not correct. In the second phase, in some cases, it is necessary to eliminate first-phase systems or devices as they are incompatible with the use of the vehicles.	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they y will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1 A26	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 A27	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 B5	National small series and national individual approval: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not exceed 1 500, it is not mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series: 1) 6 July 2024 2) 7 July 2026	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1 B6	Idem B5	Idem A21	Prepare additional note. Note (B). Special purpose	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 B7	Idem B5	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR,	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 C2	Idem B5	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1	Idem A21	Idem A21	Prepare	<u>Yes</u>



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
		C3			additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	
ASCATRAVI	I	1 C6	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	
ASCATRAVI	I	1 C7	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					y will apply for NKS/NIVs.	
ASCATRAVI	I	1 C8	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1 C9	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 C13	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 C14	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1 D8	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 D18	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR,	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	
ASCATRAVI	I	1 E1	Idem B5	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,they will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1	Idem B5	Idem A21	Prepare	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
		E2			additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	
ASCATRAVI	I	1 E3	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to	<u>Yes</u>



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	
ASCATRAVI	I	1 E5	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the	<u>Yes</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					y will apply for NKS/NIVs.	
ASCATRAVI	I	1 E8	Idem A21	Idem A21	Prepare additional note. Note (B). Special purpose vehicles may apply the specific conditions set out in 858 in addition to those set out in 2028. Similarly, for a specific AR, if the appendix to KS/IV contains specific conditions for demonstrating compliance ,the y will apply for NKS/NIVs.	<u>Yes</u>
ASCATRAVI	I	1 NOTES	(M) In cases where a version of a regulation is not specified, it should be understood as referring to the version in force.	It would be interesting if the administration, in the regulatory guide, would make available a table with the Subject matter of the regulations, and their versions in force.	Assess availability of resources and include in guide if possible.	<u>No</u>

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ASEPA		PREAMBLE	1. The first final provision states that Annexes III, IV and XII are amended. ...	We believe that Annex XII should read Annex XI	Corrected in the text	Yes
ASEPA	III	C11		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Notes (2), (4) and (6) cover casuistry	No
ASEPA	III	D17		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Notes (2), (4) and (6) cover casuistry	
ASEPA	III	E4		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Corrected. Text of R(EU) 2019/2144 on automated driving vehicles is included	Yes
ASEPA	III	E6		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Corrected. Text of R(EU) 2019/2144 on automated driving vehicles is included	Yes
ASEPA	III	E7		At the end of Annex III, the comment	Corrected. Text	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	of R(EU) 2019/2144 on automated driving vehicles is included	
ASEPA	III	E8		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Corrected. Text of R(EU) 2019/2144 on automated driving vehicles is included	Yes
ASEPA	III	E9		At the end of Annex III, the comment table reads '(9) If installed'; but it seems that applications need to be given to the numerous Regulatory Acts that only apply when they are installed	Corrected. Text of R(EU) 2019/2144 on automated driving vehicles is included	Yes
ASEPA	I	0		We believe it is appropriate that note (2) in the comments column of row 0 'It shall be applicable to the National Type-Approval of Small Series and National Individual Approval.' be preceded with a clarification linking it to column 4, thus, reading: ...: ' Royal Decree 750/2010 will be applicable to National Type-Approval of Small Series and National Individual Approval.	Redundant	No
ASEPA	I	A16		Although the comment of row 16 was already in the previous 2028, and taking into account that this inspection refers to	The wording is amended to clarify that	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				the periodic inspection of the cylinders of vehicles in service, and not to requirements to obtain an individual approval or an NKS. Ee believe this note to be very suitable for the ITV guide (it already includes it), but its presence here could lead to confusion.	accreditation as an inspection body type A is for the periodic reclassification of CNG cylinders.	
ASEPA	I	A21		<p>To comment that the number 1 500 is a limit set by Regulation 2018/858 for the small series of European range, not for the national ones, which have a local and lower value (250 units, except O1 and O2 that are 500). Therefore, in our opinion, the Royal Decree 2028 should not refer to the limit 1 500.</p> <p>Likewise, to be exempt from numerous Regulatory Acts, it seems that it has been made conditional that the base vehicle does not incorporate it, vetoing those approved in large series incorporating the system.</p> <p>We believe it appropriate to reconsider all of this, taking into account the current real constructive situation, to make a clear framework of what should be requested in each case, so that Royal Decree 2028 should provide that there are different situations, and it is necessary to provide for the procedure to exempt the completed vehicle from a</p>	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				<p>certain device present in the base vehicle, if it were incompatible with the completed vehicle.</p> <p>We agree that exceptions should be made (in fact, Regulation 2018/858 has them for the European small series [for the time being M1 and N1].</p> <p>It is not necessary that the completed vehicle is 'Exempt by definition', it is enough to leave open the procedures to exempt and allow disassembly during the completion phase (e.g. via H Reports). However, we believe that this is not a question of establishing clauses or requirements to condition the admission of the absence of the device to the fact that the base vehicle does not have it, vetoing those approved in large series, ...</p> <p>In our opinion, and taking into account the current constructive situation, it is appropriate to create a framework of what should be requested in each case so that Royal Decree 2028 should provide that there are the following casuistries, among others:</p> <p>a) Complete parent vehicles having European Approval (independent of Royal Decree 2028, unless altered)</p>		

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				<p>b) Complete parent vehicles obtaining their Local Approval in Spain (NKS or Individual).</p> <p>c) Complete vehicles, approved in Spain (NKS or Individual).</p> <p>Likewise, for the 'c' vehicles completed in Spain, their base vehicle may be:</p> <p>1) Incomplete parent vehicles with European Approval (independent of Royal Decree 2028)</p> <p>2) Incomplete parent vehicles having Spanish NKS Approval (According to Royal Decrees 750 &amp; 2028)</p> <p>3) Complete parent vehicles, 'super-completed in Phase 2' (Ambulances, mobile homes, etc.)</p> <p>Hence, the completion in Spain, authorised locally (Royal Decree 750 &amp; 2028) would be situations 'C-1', 'C-2', 'C-3'</p> <p>The normal situation is 'C-1'</p> <ul style="list-style-type: none"> <li>• It is normal that the incomplete base vehicle corresponds to group '1)' and it has the appropriate safety elements, including ADAS.</li> <li>• However, there are particular situations of incompatibility of certain systems 'cameras, sensors, etc.' with the equipment assembled in the final phase (e.g. certain cleaning vehicles, refuse</li> </ul>		

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				collection), and it is not guaranteed that the safety system of the base vehicle can always be maintained. It is necessary to establish a guideline for these cases. It is necessary to foresee how to solve the problems indicated in the previous point, without this involving the rejection of vehicles.		
ASEPA	I	A26		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No
ASEPA	I	A27		Idem A21	The current wording seeks	No



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	
ASEPA	I	B1		In this table, for points B1 and B2, it is indicated that it is not applicable for national approvals (small or individual series) in contradiction with what is indicated for these points in the table of amendments to Annex III of Royal Decree 750/2010.	The requirement in RD750/2010 exists, with the level of compliance of RD2028/86. In the future, if it is decided to include the requirement, an amendment to	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					RD2028 will suffice.	
ASEPA	I	B2		Idem B2	The requirement in RD750/2010 exists, with the level of compliance of RD2028/86. In the future, if it is decided to include the requirement, an amendment to RD2028 will suffice.	No
ASEPA	I	B4		Although we are not going to raise any objections to the dates indicated, we believe it prudent to check that they are not wrong, as it would be delicate matter to correct them later. We highlight that in Regulation 2019/2144, this matter is associated with 'Date group C', i.e.: New types 07.07.2024; New registrations 07.07.2026; however, in Regulation 2018/858, Table 1 'Regulatory acts for EU type-approval of manually driven vehicles produced in small series pursuant to Article 41', it is indicated as 2 years later, i.e. New types 07.07.2026; New	National type-approval allows for additional time for types EU and KS EU	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				registrations 07.07.2028. Here they have put it 2 more years behind schedule compared to what was stated in 2018/858.		
ASEPA	I	B5		<p>To comment that the number 1 500 is a limit set by Regulation 2018/858 for the small series of European range, not for the national ones, which have a local and lower value (250 units, except O1 and O2 that are 500). Therefore, in our opinion, the Royal Decree 2028 should not refer to the limit 1 500.</p> <p>Likewise, to be exempt from numerous Regulatory Acts, it seems that it has been made conditional that the base vehicle does not incorporate it, vetoing those approved in large series incorporating the system.</p> <p>We believe it appropriate to reconsider all of this, taking into account the current real constructive situation, to make a clear framework of what should be requested in each case, so that Royal Decree 2028 should provide that there are different situations, and it is necessary to provide for the procedure to exempt the completed vehicle from a certain device present in the base vehicle, if it were incompatible with the completed vehicle.</p>	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				<p>We agree that exceptions should be made (in fact, Regulation 2018/858 has them for the European small series [for the time being M1 and N1].</p> <p>It is not necessary that the completed vehicle is 'Exempt by definition', it is enough to leave open the procedures to exempt and allow disassembly during the completion phase (e.g. via H Reports). However, we believe that this is not a question of establishing clauses or requirements to condition the admission of the absence of the device to the fact that the base vehicle does not have it, vetoing those approved in large series, ...</p> <p>In our opinion, and taking into account the current constructive situation, it is appropriate to create a framework of what should be requested in each case so that Royal Decree 2028 should provide that there are the following casuistries, among others:</p> <ul style="list-style-type: none"> <li>a) Complete parent vehicles having European Approval (independent of Royal Decree 2028, unless altered)</li> <li>b) Complete parent vehicles obtaining their Local Approval in Spain (NKS or Individual).</li> <li>c) Complete vehicles, approved in Spain</li> </ul>		

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				<p>(NKS or Individual).</p> <p>Likewise, for the 'c' vehicles completed in Spain, their base vehicle may be:</p> <ol style="list-style-type: none"> <li>1) Incomplete parent vehicles with European Approval (independent of Royal Decree 2028)</li> <li>2) Incomplete parent vehicles having Spanish NKS Approval (According to Royal Decrees 750 &amp; 2028)</li> <li>3) Complete parent vehicles, 'super-completed in Phase 2' (Ambulances, mobile homes, etc.)</li> </ol> <p>Hence, the completion in Spain, authorised locally (Royal Decree 750 &amp; 2028) would be situations 'C-1', 'C-2', 'C-3'</p> <p>The normal situation is 'C-1'</p> <ul style="list-style-type: none"> <li>• It is normal that the incomplete base vehicle corresponds to group '1)' and it has the appropriate safety elements, including ADAS.</li> <li>• However, there are particular situations of incompatibility of certain systems 'cameras, sensors, etc.' with the equipment assembled in the final phase (e.g. certain cleaning vehicles, refuse collection), and it is not guaranteed that the safety system of the base vehicle can always be maintained. It is necessary to establish a guideline for these cases.</li> </ul>		

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				<p>It is necessary to foresee how to solve the problems indicated in the previous point, without this implying rejecting vehicles</p> <p>Comment similar to (β2). We highlight that in Regulation 2019/2144, this matter is associated with 'Date group B', i.e.: New types 06.07.2022; New registrations 07.07.2024; Here they have put it 2 years behind schedule compared to what was stated in 2019/2144. Perhaps this philosophy of 2 years behind schedule with respect to 2019/2144 in small series is correct, but we ask you to review it.</p>		
ASEPA	I	B6		Idem B5	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					without respecting the installation conditions.	
ASEPA	I	B7		Idem B5	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No
ASEPA	I	C2		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	
ASEPA	I	C3		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out	No



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					without respecting the installation conditions.	
ASEPA	I	C6		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No
ASEPA	I	C7		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	
ASEPA	I	C8		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					without respecting the installation conditions.	
ASEPA	I	C9		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	No
ASEPA	I	C13		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out without respecting the installation conditions.	
ASEPA	I	C14		Idem A21	The current wording seeks to minimise the cases where, starting from a base vehicle with compliance with the Regulatory Act, the final vehicle to be registered does not have the safety advance, due to a completion carried out	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					without respecting the installation conditions.	
BOE	I		<ul style="list-style-type: none"> <li>There are some notes below the table '4. MISCELLANEOUS" that seem to also explain the meaning of some data in the table. This should be confirmed since, in such a case, we understand that the notes should be repeated at the end of each table.</li> </ul>		Corrected in the text: notes are included in all sections	
CIMALAB	III		<p>In order to standardise the items of Royal Decree 750, it is proposed to indicate the heading of the corresponding group, as follows:</p> <p>A      RESTRAINT SYSTEMS, CRASH TESTING, FUEL SYSTEM INTEGRITY AND HIGH VOLTAGE ELECTRICAL SAFETY</p> <p>B      VULNERABLE ROAD USERS, VISION AND VISIBILITY</p> <p>C      VEHICLE CHASSIS, BRAKING, TYRES AND STEERING</p> <p>D      ON-BOARD INSTRUMENTS, ELECTRICAL SYSTEM, VEHICLE LIGHTING AND PROTECTION AGAINST UNAUTHORISED USE, INCLUDING CYBERATTACKS</p> <p>E      DRIVER AND SYSTEM BEHAVIOUR</p>		Amended in the text	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>F GENERAL VEHICLE CONSTRUCTION AND FEATURES</p> <p>G ENVIRONMENTAL PERFORMANCE AND EMISSIONS</p> <p>H ACCESS TO VEHICLE INFORMATION AND SOFTWARE UPDATE</p>			
CIMALAB	III		Idem III		Amended in the text	Yes
CIMALAB	I	Comments	<p>It is proposed to amend the text ‘Small national series and national individual approval: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not exceed 1 500, it is not mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series:’</p> <p>as follows:</p> <p>National small series: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not</p>	To differentiate the two types of approval.	The number 1 500 refers to the manufacturer’s ability to make the technology available and not so much to the exact number of vehicles manufactured under a specific type. The aim is to differentiate between ‘large’ manufacturers, with greater possibilities of	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>exceed 1 500, it is not mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series.</p> <p>National individual approval: not mandatory for vehicles completed from a non-compliant base vehicle nor for complete vehicles, provided that they are not derived from a vehicle from large series.</p>		<p>having the technology and 'small' manufacturers, who may have greater problems to have advanced technologies for detecting vulnerable users, ISA, etc. This is independent of whether it is a national small series approval or an individual approval.</p>	
CIMALAB	I	A26	In some Regulatory Acts, a call is made (1) that is not reflected in the observations.		Amended in the text	Yes
CIMALAB	I	A27	Idem A26		Amended in the text	Yes
CIMALAB	I	C3	Idem A26		Amended in the text	Yes
CIMALAB	I	C9	Idem A26	In line with the Framework Regulation, developing the subject matter of the Regulations is proposed	Amended in the text	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
CIMALAB	I	H1	R(EU) 2018/858, Articles 61 to 66, and Annex X	In line with the Framework Regulation, developing the subject matter of the Regulations is proposed	Amended in the text	Yes
CIMALAB	I	H2	R(EU) 2018/858, Annex IV United Nations (UN) Regulation No 156		Amended in the text	Yes
CIMALAB	II		The following error is detected in Page 33 of the document (a four is superfluous)  R(EU) 540/20144 of 16 April 2014 on sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC.		Amended in the text	Yes
DGT	PREAMBLE	First final provision	Three. Paragraphs 1 and 2 of Annex XI 'Model and specifications of technical inspection of vehicle (ITV) cards' are replaced by the following: '(1) The ITV cards referred to in Article 12 of this Royal Decree shall be of the following types and may be issued, at the choice of the issuer thereof, in paper or electronic format. Except in the following cases: type B technical inspection cards for vehicles of category M or N, and type BL, where they must be issued in electronic format. From 1 January 2026, Type A ITV cards issued by ITV Stations, Type C cards issued by base vehicle manufacturers, and ITV Type D Cards issued by final phase		Amended in the text	Yes



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>manufacturers relating to category M, N and L vehicles must also be issued in electronic format.</p> <ul style="list-style-type: none"> <li>- Type A, AT, AR and AL: Documenting complete or completed vehicles.</li> <li>- Type B, BT, BR and BL: Documenting only complete type-approved vehicles.</li> <li>- Type C, CT, CR and CL: Documenting incomplete vehicles.</li> <li>- Type D, DT, DR and DL: Documenting only complete type-approved vehicles.'</li> </ul>			
DGT	PREAMBLE	First final provision	<p>'(2) ITV cards in paper form shall have the format and content of the Appendices to this Annex. The paper ITV card shall consist of an original (for the user), and two copies for the industry services of the province in which the vehicle is registered and for the Provincial Traffic Headquarters. In the case of agricultural vehicles, they shall have another copy for the General Directorate of Agricultural Production. The copy destined to the Provincial Traffic Headquarters shall include, in the section of modifications to the vehicle, the sale document, which shall have the following format:</p> <p>Name:  .....  DNI (ID card) .....,  In ....., on .... of</p>		Amended in the text	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>.....</p> <p>Signature and stamp</p> <p>In the case of TITs (interoperable transport cards) issued in electronic form, access to the electronic document required by the competent authorities shall be guaranteed and a paper copy shall be issued to the purchaser of the vehicle. The format and content, as well as the means of data exchange, shall be established by decision of the Director-General for Traffic, and shall be consistent with the data of the certificate of conformity in electronic format as laid down in Commission Implementing Regulation (EU) 2021/133 of 4 February 2021 and its subsequent amendments.'</p>			
DGT	PREAMBLE	First final provision	<p>Four. Replacement of Point 1.6 of Annex XII 'Completion of ITV cards'</p> <p>'1.6. Motor vehicles and their trailers, self-propelled or towed machinery, and agricultural vehicles. As a general rule, and since all these vehicles must correspond to approved types, ITV cards in paper format shall be issued by the manufacturer in accordance with the model for each category set out in the Appendices to Annex 11. The printed ITV cards shall be purchased by the manufacturer from the Publications Service of the Ministry of</p>		Amended in the text	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>Industry, Tourism and Trade, in a number appropriate to each case and provided that the provisions of the regulations in force are complied with.</p> <p>The ITV cards issued in electronic format must contain, according to their corresponding category, the data indicated by Resolution of the Director-General for Traffic, according to Annex XI. The specifications of the electronic file containing such data shall be determined by the corresponding standard of the Directorate-General for Traffic.</p> <p>ITV cards issued in electronic format shall be presented by the manufacturer in the electronic register of the Directorate-General for Traffic, established by the Resolution of 26 August 2007 of the Directorate-General for Traffic, in accordance with the procedure laid down in a provision regulating the receipt and cancellation of electronic ITV cards in said register.'</p>			
<b>GMR Homologaciones S.L.</b>	<b>I</b>	Comments	<p>The first statement relates to Annex I of the document, which replaces Annex I of Royal Decree 2028/1986. I wanted to convey the great doubts facing us regarding the interpretation of the text added in the column of observations of several of the Regulatory Acts and that</p>		Include a clarification in the preamble.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>indicates:</p> <p>National small series and national individual approval: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not exceed 1 500, it is not mandatory for vehicles completed from a non-compliant base vehicle or for complete vehicles, provided that they are not derived from a vehicle manufactured in large series.</p> <p>I understand that this phrase derives from the requirements to consider a European small series of System I according to Regulation (EU) 2018/858, however, I believe that a more concise wording that would not give rise to varied interpretations is necessary.</p> <p>Analysing the different parts of this text we see:</p> <ul style="list-style-type: none"> <li>• National small series and national individual approval: If the combined number of units of a manufacturer, of all types of vehicles of categories M and N, registered, placed on the market, or put into service annually in the Union, does not</li> </ul>			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>exceed 1 500. Restricting the application of national approvals to manufacturers of fewer than 1 500 units per year, which fits e.g. a second phase Spanish coachbuilder that sells within the territory of Spain. Although the reading may imply that this Regulatory Act only applies in these cases, rather than the opposite, I understand that it is what is intended.</p> <ul style="list-style-type: none"> <li>• not mandatory for vehicles completed from a non-compliant base vehicle nor for complete vehicles. I believe this phrase has no syntactic meaning compared to the previous one, and gives the feeling that it speaks of something different. Even so, we can conclude that it is complementary to the previous one, but it should be written in a clearer way.</li> <li>• provided that they are not derived from a vehicle produced in large series. This part of the text is the most confusing: <ul style="list-style-type: none"> <li>o What is considered to be vehicle produced in large series? From how many units is it considered a large series? Or does it only take into account the type of approval it has: European / NKS?</li> </ul> </li> </ul>			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>o What does it mean that one vehicle derives from another?</p> <ul style="list-style-type: none"> <li>• In a completed vehicle, we can come to interpret that it is the base vehicle, but practically all national completed approvals (especially in commercial vehicles) are made on a vehicle that we could consider to be manufactured in large series (when sold throughout Europe, generally, through European approvals), meaning that this condition would not be met in practically any case. So, which vehicles are referred to when it comes to this condition?</li> <li>• In a completed vehicle, my understanding is that if it was a vehicle manufactured from scratch there would be no problem, but in the case of being based on an existing model (and sold internationally in large volumes), would it also apply even if the manufacturer provides ALL the Regulatory Acts for the vehicle, without taking into account a base vehicle?</li> </ul>			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
<b>GMR Homologaciones S.L.</b>	<b>I</b>	Comments	<p>The second statement has to do with the time lag in the dates for new types and new license plates, or their application in deferred, for certain Regulatory Acts compared to the dates indicated in Annex II of Regulation (EU) 2019/2144 (GSR2).</p> <p>In the case of vehicles completed on base vehicles with European approvals that are in the end-of-series by one of these Regulatory Acts, will another end-of-series be able to be processed at Spanish national level when the date for new registrations indicated in Royal Decree 2028/86 arrives?</p>		They may be end-of-series produced at the end of the extended period for the vehicle manufacture/registration.	No
<b>GMR Homologaciones S.L.</b>	<b>I</b>		<p>As a third and final statement, with the entry into force of many new systems to be incorporated into new vehicles on different dates, and due to the wide variety of commercial vehicles manufactured in Spain and their bodywork, the industry would see it necessary to identify, in some way, either in Royal Decree 2028/86 itself or in the Guide to Regulations for Approvals, the exemptions to which they could benefit depending on the type of 'special' bodywork in question, such as: all special vehicles (firefighting, ambulances, armoured vehicles, hearse, cranes, etc.), dumpsters, tippers, vehicle carriers, etc.</p>		Special + NKS, may combine specific conditions for being NKS and specific conditions for being special. In the case of specific applications incompatible with the use, they will be treated specifically by	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
					resolution.	



**10. ANNEX II – Analysis of comments from the Industrial Safety Coordination Council**

AGENCY	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
<b>Castile-La Mancha</b>	New DG	<p>Amendment of Section I. 'Minimum requirements for the competence, training and certification of inspectors', Point 1 'Competence' of Annex VI to Royal Decree 920/2017:</p> <p>'Candidates for inspector must meet the following requirements:</p> <p>A) hold a qualification as a Technician in Electromechanics of Motor Vehicles, or equivalent qualifications, and, additionally,</p> <p>B) have at least 1 year of documented work experience or equivalent experience, such as documented studies or internships, in the fields covered by that qualification. Notwithstanding the above, in the event of having no experience or if it is less than 6 months, the initial training process shall be increased by 40 hours. Likewise, in the event of having between 6 months and 1 year of experience, the initial training process shall be increased by 20 hours. In the case of holding an Advanced Automotive Technician qualification, or an equivalent qualification, it shall not be necessary to have the aforementioned previous experience.'</p>	<p>With regard to the draft Order amending Annexes I and II to Royal Decree 2028/86 for the report of the Industrial Safety Coordination Council, the Autonomous Community of Castile-La Mancha, being a member of the Standing Committee, please find enclosed the request received by the attached Autonomous Communities for inclusion in the aforementioned regulatory document.</p>	A new Final Provision is included	Yes
<b>Catalonia</b>		<p>Amendment of Section I. 'Minimum requirements for the competence,</p>	<p>Highly problematic personal recruitment for ITV operators with the</p>	A new Final Provision is included	Yes

AGENCY	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
		<p>training and certification of inspectors', Point 1 'Competence' of Annex VI to Royal Decree 920/2017:</p> <p>'Candidates for inspector must meet the following requirements:</p> <p>A) hold a qualification as a Technician in Electromechanics of Motor Vehicles, or equivalent qualifications, and, additionally,</p> <p>B) have at least 1 year of documented work experience or equivalent experience, such as documented studies or internships, in the fields covered by that qualification. Notwithstanding the above, in the event of having no experience or if it is less than 6 months, the initial training process shall be increased by 40 hours. Likewise, in the event of having between 6 months and 1 year of experience, the initial training process shall be increased by 20 hours. In the case of holding an Advanced Automotive Technician qualification, or an equivalent qualification, it shall not be necessary to have the aforementioned previous experience</p> <p>Comes into force the day following its publication.</p>	<p>current requirements...</p> <p>Sufficient competence of mid-level technicians, as it had been until the entry into force of Royal Decree 920/2017.</p>		
<b>Extremadura</b>		Amendment of Section I. 'Minimum requirements for the competence,	As a member of the Standing Committee of the Industrial Safety	A new Final Provision is included	Yes

AGENCY	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
		<p>training and certification of inspectors', Point 1 'Competence' of Annex VI to Royal Decree 920/2017:</p> <p>'Candidates for inspector must meet the following requirements:</p> <p>A) hold a qualification as a Technician in Electromechanics of Motor Vehicles, or equivalent qualifications, and, additionally,</p> <p>B) have at least 1 year of documented work experience or equivalent experience, such as documented studies or internships, in the fields covered by that qualification. Notwithstanding the above, in the event of having no experience or if it is less than 6 months, the initial training process shall be increased by 40 hours. Likewise, in the event of having between 6 months and 1 year of experience, the initial training process shall be increased by 20 hours. In the case of holding an Advanced Automotive Technician qualification, or an equivalent qualification, it shall not be necessary to have the aforementioned previous experience</p> <p>Comes into force the day following its publication.</p>	<p>Coordination Council, a proposal has been submitted regarding the revision of the Order amending Royal Decree 2028 as regards Annexes I and II, which has been forwarded by the Directorate-General for Mobility and Transport of the Government of Extremadura, on which ITVs in this Autonomous Community depend. The following proposal is submitted:</p>		

#### 11. ANNEX III – Analysis of comments from the Higher Council for Traffic, Road Safety and Sustainable Mobility

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
AECA ITV		New DF	<p>Royal Decree 920/2017 - Annex VI - I. Minimum requirements for the competence, training and certification of inspectors:</p> <p>Second final provision. Amendment of Annex VI to Royal Decree 920/2017 of 23 October 2017 regulating the technical inspection of vehicles. Royal Decree 920/2017 of 23 October 2017 regulating the technical inspection of vehicles is amended as follows:</p> <p>One. Point 1 is replaced. 'Competence' in Section I. 'Minimum requirements for the competence, training and certification of inspectors' shall read as follows:</p> <p>'Candidates for inspector must meet the following requirements:</p> <p>A) hold a qualification as a Technician in Electromechanics of Motor Vehicles, or equivalent qualifications, and, additionally,</p> <p>B) have at least 1 year of documented work experience or equivalent experience, such as documented studies or internships, in the fields covered by that qualification.</p> <p>Notwithstanding the above, in the event of having no experience or if it is less than 6 months, the initial training process shall be increased by 40 hours. Likewise, in the event of having between 6 months and 1 year of experience, the initial training process shall be increased by 20 hours. In the case of holding an Advanced Automotive Technician qualification, or an equivalent qualification, it shall not be necessary to have the aforementioned previous experience.'</p>	<p>* Public role of the ITV and difficulty in finding inspectors meeting the current criteria.</p> <p>* Compatibility requirements established in Directive 2014/45 and areas of knowledge included in the qualification of 'Technician in Electromechanics of Motor Vehicles'.</p>	New DF2 is included	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
AECA ITV			Urgent processing	<p>*Surge in inspections in summer 2024, as a result of the disruption caused by COVID-19, with low station occupancy in the period March-May, resulting from the closure of the stations during the aforementioned period in 2020 and the decrease in sales of new vehicles, which should pass the first inspection at 4 years, in March-May 2024. The decrease in inspections during March-May will mean an increase in demand in the period June-September.</p> <p>*Need to hire new inspectors to meet expected demand. Urgent relaxation of minimum requirements for inspectors</p>	The amendment of Royal Decree 2028/1986 to adapt it to the technical progress is a recurrent and periodic updating process, which does not meet the necessary conditions for urgent processing.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
AECA ITV		DF2		<p>*Surge in inspections in summer 2024, as a result of the disruption caused by COVID-19, with low station occupancy in the period March-May, resulting from the closure of the stations during the aforementioned period in 2020 and the decrease in sales of new vehicles, which should pass the first inspection at 4 years, in March-May 2024. The decrease in inspections during March-May will mean an increase in demand in the period June-September.</p> <p>*Need to hire new inspectors to meet expected demand. Urgent relaxation of minimum requirements for inspectors</p>	Final provision amended	Yes
			Third final provision. Entry into force. This Order will enter into force on 2 May 2024.”			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
CNTC		RD 443/01	<p>In periodic technical inspections of school transport vehicles, according to Royal Decree 443/2001, it is requested:</p> <p>‘They are revised so that the periodic inspections verify only those functional aspects without it being necessary to resort to what is established as construction criteria that would affect both the approval process and the initial inspection of cataloguing as school transport vehicle’</p>	<p>The aim of this is that the periodic inspections of vehicles subject to the scope of Royal Decree 443/2001 comply with the requirement of being simple and swift, an important issue given that the current regulatory framework entails inspection times incompatible with the precept that a technical inspection must be simple and swift. The time spent today exceeds an hour and a half for each vehicle.</p> <p>The regulatory development has meant that many of the 31 features that require verification in periodic inspections for vehicles subject to the scope of Royal Decree 443/2001 are already covered by the approval process.</p>	To be assessed in a working group of the Guide for Periodic Inspections and future amendments of the Royal Decree on School Transport.	No



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
CNTC			<p>It is requested to include in the new regulation, the Draft of which is notified, the obligation for manufacturers of vehicles of category M1 wishing to have a vehicle approved in Spain to, when presenting the corresponding documentation, indicate the exact place from where the tacheometric signal must be taken for the installation of taximeter devices.</p>	<p>This will not require any intervention on the vehicles, since all vehicle have that signal, with it simply requiring the indication of where to take it with all the guarantees of the manufacturer. It is known that most taxis carry an approved taximeter that must be installed, complying with a series of very demanding standards, one of them being the presentation of an installation diagram of the taximeter apparatus that will later be supervised in the ITVs; an installation in which the connection to the tacheometric outlet of the vehicle is an important requirement. In most cases installers do not know the point where the taximeter must be connected and although manufacturers are obliged to provide it by Order ICT/155/2020 of 7 February 2020 regulating the State metrological control of certain measuring instruments. The truth is that without refusing to comply with such an obligation, they put unjustified obstacles by delaying for months the delivery</p>	<p>It is not possible to add additional requirements for national type-approval of small series or individual series, as this is a harmonised area. The vast majority of vehicles used as taxis have EU type-approval, granted by Spain or any of the other 26 approval authorities.</p>	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				of this information and, in some cases, demanding payment of disproportionate sums of money.		

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - DGT		DF1.3	<p>Three. Paragraphs 1 and 2 of Annex XI 'Model and specifications of technical inspection of vehicle (ITV) cards' are replaced by the following:</p> <p>'(1) The ITV cards referred to in Article 12 of this Royal Decree shall be of the following types and may be issued, at the choice of the issuer thereof, in paper or electronic format. Except in the following cases: type B technical inspection cards for vehicles of category M or N, and type BL, where they must be issued in electronic format. <b>From 1 January 2026</b>, Type A ITV cards issued by ITV Stations, Type B ITV cards etc. must also be issued in electronic format.</p>		<p>Date amended to match eCoC obligation according to R(EU) 2018/858 -&gt; 05/07/2026</p>	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - DGT		DF1.4	<p>Four. Replacement of Point 1.6 of Annex XII 'Completion of ITV cards' '1.6. Motor vehicles and their trailers, self-propelled or towed machinery, and agricultural vehicles. As a general rule, and since all these vehicles must correspond to approved types, ITV cards in paper format shall be issued by the manufacturer in accordance with the model for each category set out in the Appendices to Annex 11. The printed ITV cards shall be purchased by the manufacturer from the Publications Service of the Ministry of Industry, Tourism and Trade, in a number appropriate to each case and provided that the provisions of the regulations in force are complied with. The ITV cards issued in electronic format must contain, according to their corresponding category, the data indicated by Resolution of the Director-General for Traffic, according to Annex XI. The specifications of the electronic file containing such data shall be determined by the Directorate-General for Traffic. ITV cards issued in electronic format shall be presented by the manufacturer in the electronic register of the Directorate-General for Traffic, established by the Resolution of 26 August 2007 of the Directorate-General for Traffic, in accordance with the procedure laid down in a provision regulating the receipt and cancellation of electronic ITV cards in said register.' Vehicle manufacturers shall be responsible for keeping the DGT's register of electronic ITV cards up to date, cancelling vehicle cards that are ultimately not marketed in Spain, or modifying ITV cards that contain errors and must be corrected.</p>		Obligation to cancel non-registered cards is included.	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - DGT		New DF	<p>RD 2822/1998 - RGV. Amendment of Annexes II, VII and XVIII, and addition of a new Annex XIX to the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998.</p> <p>One. Annex II, 'Definitions and categories of vehicles', section A, 'Definitions', of the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998, is amended to incorporate a definition of 'light moped or microcycle', which reads as follows: 'Light motor or microcycle: Two-wheel vehicle, with electric motor and a single seating position, defined in accordance with Annex I to Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 for category L1e-B, with a maximum design speed not exceeding 25 km/h and a maximum rated power not exceeding 1.2 kW. Its mass in running order (MRO) may not exceed 55 kg.'</p>		The RGV is also amended to include new construction codes 07 and 08 for engine and light moped/microcycle cycles.	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - DGT		New DF	<p>RD 2822/1998 - RGV. Amendment of Annexes II, VII and XVIII, and addition of a new Annex XIX to the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December 1998.</p> <p>Two. Annex VII 'Tyres' is amended in Point 2 'Minimum tread depth' and 5 'Special tyres', which read as follows:</p> <p>'2. Minimum tread depth.</p> <p>Tyres of vehicles in categories M1, N1, O1 and O2 must, throughout their use on public roads, have a tread depth in the main grooves of the tread surface of at least 1.6 mm. Tyres of vehicles in categories M2, M3, N2 and N3, O3 and O4 must, throughout their use on public roads, have a tread depth in the main grooves of the tread surface of at least 1.0 mm. Broad grooves in the central area of the tread covering about three quarters of the width of the tread shall be understood as main grooves. Historic vehicles originally fitted with tyres or covers of other types which, when new, had grooves of a depth less than 1.6 mm, provided that such vehicles are fitted with such tyres, that they are used in exceptional conditions and that they are never or almost never used on public roads.'</p> <p>'5. Special tyres.</p> <p>Special tyres are those tyres certified for winter, and which are identified on the side with the marking M+S together with the pictogram 3PMSF (mountain with a snowflake). This type of tyre shall have a speed capability equal to or greater than the maximum speed provided for the vehicle, or not less than 160 km/h if the maximum speed</p>		<p>Accepted, with amendments. Approval according to Regulation 117. Snow tyre for use in extreme snow conditions and/or for professional off-road use (Professional off-road <i>POR</i>).</p> <p>Requirement 1 mm, in line with what is already required in neighbouring countries, such as France.</p>	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
			<p>of the vehicle is greater than this. If the tyre speed code is lower than that indicated on the vehicle data sheet, the driver shall be reminded of the speed limit in a visible place inside the vehicle.</p> <p>Vehicles with a GVW <math>\leq</math> 3 500 kg with tyres certified for winter shall have the same tyres on all axles. For vehicles with GVW <math>&gt;</math> 3 500 kg fitted with certified winter tyres, the same tyres shall be fitted on the permanently powered axles and on the front steering axles.'</p>			

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - DGT		New DF	<p>Three. Annex XVIII 'Registration Plates', section I(A) 'ordinary registration', is amended by inserting a Point (e), which reads as follows:</p> <p>'(e) Light moped or microcycle:</p> <p>The background of the plates shall be retro-reflective green. Embossed characters shall be painted in white. The registration plates shall contain three groups of characters consisting of the letters CL, a four-digit number from 0000 to 9999, and three letters, starting with the letters BBB and ending with the letters ZZZ, omitting the five vowels to avoid particularly offensive or significant acrostic words, as well as the letters Ñ and Q, as they are easily confused with the letter N and the number O, respectively, and the letters CH and LL, due to incompatibility with the design of the registration plates, which would not allow the entry of four characters in the last group. The dimensions and specifications of the plates and their characters shall be identical to those of moped plates.'</p>		Part IV, Table 1, is also amended as follows: 'Dimensions and specifications of plates and their characters'	Yes



AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ANFAC	I	1 - All	Column 5: '.... However, this shall not apply if the complete vehicle is derived from a vehicle produced in large series or if the base vehicle undergoing multi-stage approval procedure already complies with the requirement.'	<p>From a first analysis, our understanding is that complete vehicles produced in large series, which are then given individual approval or a national NKS, must comply with the requirements of Regulation (EU) 2019/2144. In addition, incomplete base vehicles to be completed, but which already comply with the regulatory item in its first phase, must also comply with the requirements of Regulation (EU) 2019/2144.</p> <p>On the basis of the above, while we understand that this wording is intended to ensure that a second-phase manufacturers must respect, at the completion stage, the systems fitted to the base vehicles in the multi-phase approval procedure that they already comply with, the opposite could be the case, i.e. that an incomplete vehicle manufacturer could dispense with the obligation of an item of Regulation (EU) 2019/2144 (e.g. it does not equip a driver drowsiness warning system). In this case, although we</p>	Correct If the base vehicle does not comply with the requirement, in-vehicle compliance completed by NKS or national individual approval is not required.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
				understand that these would be very isolated cases, would the vehicle in the completion phase be exempt from that requirement in the case of going through national or individual national NKS? We understand that this is the case.		
ANFAC	I	B7	Title 'Reversing detection. Moving information system for the detection of pedestrians and cyclists (MOIS)' does not correspond to R(EU) 2017/1151		Correction of error and deletion of '...information system...' in Annexes I (2028) and III (750)	Yes
ANFAC	I	Note (B)	(B) Vehicles.....Similarly, if for a RA, Appendices 1 and 2 of Part I <b>of Annex II</b> of R(EU) 2018/858...		Corrected	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ANFAC		DF1.3	Three. Paragraphs 1 and 2 of Annex XI 'Model and specifications of technical inspection of vehicle (ITV) cards' are replaced by the following: 'The ITV Cards referred to ..... From <b>5 July 2026</b> <del>1 July 2026</del> ... must also be issued in electronic format...	We do not understand why the date of application of the electronic procedure starts on 1 July 2026, when the obligation laid down in Article 37 of Regulation (EU) 2018/858 establishes that the mandatory date for issuing the electronic certificate of conformity by the manufacturer will be 5 July 2026, with a period of 4 days between one requirement and the other. We are talking about two different regulatory frameworks: one national and the other European, but <u>perhaps it would make more sense to align both requirements on the same date.</u> It would also be considered favourable to be able to establish a <u>period of voluntary adherence before the mandatory date</u> to allow agents that are involved in the process and able send the cards in electronic format to do so earlier.	The current text allows voluntary submission prior to the mandatory date. Date amended to align with eCoC requirements	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ANFAC		DF1.3	<p>'In the case of ITV cards in electronic format for vehicle categories M, N and O, access to the electronic document required by the competent authorities shall be guaranteed and a paper copy shall be issued to the purchaser of the vehicle. The format and content, as well as the means of data exchange, shall be established by decision of the Director-General for Traffic, and shall be consistent with the data of the certificate of conformity in electronic format as laid down in Commission Implementing Regulation (EU) 2021/133 of 4 February 2021 and its subsequent amendments.'</p>	<p>Implementing Regulation (EU) 2021/133 only applies to categories M, N and O, and as indicated in this subparagraph, which is after point 2 of paragraph 3, it would imply that the format and content would also apply to card data of other categories, and this cannot be since in other categories there are fields that are not included in the format for M, N, and O.</p>	<p>Online format with R(EU) 2021/133 for MNO only. In the rest, open fields and subject to future alignment with European regulations, if applicable. The text has been amended to take the comment into account.</p>	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
ANFAC		DF1.4	<p>Comment on the amendment of paragraph 1.6:</p> <p>'1.6 Motor vehicles and their trailers, ...</p> <p>... in accordance with the procedure laid down in a provision regulating the receipt and cancellation of electronic ITV cards in said register.'</p>	<p>According to disposal shipment to M.Industry.</p> <p>However, we believe it is important to <u>continue to maintain the current <b>same validations</b> of the fields and permissions of the <b>signatories</b></u> as the Ministry of Industry, as well as verifying the <u>management of <b>card serial numbers ranges</b></u>, so that adapting the manufacturers' system is as straightforward and swift as possible:</p> <p><b>Serial No.:</b> The validation of the serial number is important so that the Ministry of Industry can approve passwords and extensions of approvals communicated through ETAES.</p> <p><b>Manufacturer and Signatory Name:</b> The validation of signatory and manufacturer name are mandatory by Royal Decree 750/2010 Chapter II, Article 4(1) (b).</p>	<p>Obtaining a serial number of eITV card and registering signatories will remain unchanged.</p>	Yes

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - TGS	II		There is no authorisation to amend Annex II of Royal Decree 2028/1986 by ministerial Order.	<p>This draft Order amends, on the one hand, Annex I for which there is express authorisation to do so by order of the Minister for Industry and Tourism and, on the other hand, Annex II for which there is in principle no authorisation to amend it with a rule with rank of order, since the first final provision of Royal Decree 2028/1986 of 6 June 1986 refers only to Annex I.</p>	Not accepted. Royal Decree 2028/1986 has been amended repeatedly in its Annexes I and II, so far it has been understood that Annexes II do not introduce requirements, but merely name in full the reference of the European regulations that appear in Annex I.	No

AGENCY	ANNEX	SECTION	HEARING TEXT	JUSTIFICATION	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MINT - TGS	II		<p>2. The first final provision of this draft amends Annexes III, IV, XI, and XII to Royal Decree 750/2010 of 4 June 2010 regulating the approval procedures for motor vehicles and their trailers, self-propelled or towed machinery, agricultural vehicles, as well as systems, parts and components of such vehicles.</p> <p>The authorisation for the amendment of these annexes by order of the Minister for Industry and Tourism is contained in the second final provision of Royal Decree 750/2010 of 4 June 2010, although for the modification of Annexes XI and XII, the previous report of this Department is required, which must be requested during its administrative processing through the channel of this Technical General Secretariat.</p>		The TGS report is included in the processing flow in the MAIN	Yes

**12. ANNEX IV – Analysis of comments from the Ministry for the Ecological Transition and the Demographic Challenge, the Ministry of Transport and Sustainable Mobility, and the Ministry of the Interior**

AGENCY	ANNEX	SECTION	HEARING TEXT	REMARKS FROM MINCOTUR	ACCEPTED (YES/NO)
MITERD		MAIN	MITERD indicates errors detected and proposals to improve the wording in MAIN: - Inclusion of climate change impact in MAIN Executive Summary. - Deletion of the mention of ‘energy efficiency’ for consistency with the designation in Law 50/1997, Article 26(6)(h) - Consistency contained in all sections of MAIN: 4 articles, 2 transitional provisions, 1 final provision	MAIN is amended as suggested by MITERD	Yes
MITMOS		Preamble	In the explanatory part, it is proposed that the following points be included: - Justification principles of sound regulation: - According to DTN13, the most relevant aspects of the processing - Mention to the regulatory authorisation - Coherence paragraph referring to the training inspectors in ITV - Coherence mention ‘ <b>Tyres for use in extreme snow conditions</b> ’.	The text of the legislation is amended, according to the MITMOS proposal.	Yes
MITMOS		Article 3(4)	Improved wording: ‘ <i>Four. Point 1.6 of Annex XII ‘Completion of ITV cards’ is replaced <b>by the following text:</b></i> ’	The text of the legislation is amended, according to the MITMOS proposal.	Yes
MITMOS		Article 4	Include title ‘1.Competence’ in the new text replacing the previous one.	The text of the legislation is amended, according to the MITMOS proposal.	Yes
MITMOS		DT2	Improvement of the text. Reference to the provision affected by the TD2	New wording to indicate that the TD2 affects the obligation for licence plates to have green	Yes



				background/white characters.	
<b>MITMO S</b>		Miscellaneous	Adaptation of several aspects to DTNs: - DTN54. Articulated numbering 'Article 1 ...' - DTN56. Indentation - DTN60. Order of amendments - DTN80. First and subsequent quotes. Order of 30 April and General Vehicle Regulation	Text amended in line with the MITMOS suggestions	Yes
<b>MITMO S</b>		Preamble		Text amended in line with the MITMOS suggestions	Yes

MITMO S		MAIN	<p>Article 3 of the regulatory text amends Royal Decree 920/2017 of 23 October 2017 on minimum competence requirements for vehicle inspectors. It is proposed to assess whether it is necessary to include an assessment of proportionality in accordance with the criteria of Royal Decree 472/2021 of 29 June 2021 transposing into Spanish law Directive (EU) 2018/958 of the European Parliament and of the Council of 28 June 2018 on a proportionality test.</p>	<p>Royal Decree 920/2017 of 23 October 2017 regulating the technical inspection of vehicles transposes into Spanish law the provisions of Directive 2014/45/EU.</p> <p>The directive itself, in order to ensure that vehicles registered throughout the territory of the Union meet the appropriate technical conditions to ensure their safe circulation, makes periodic roadworthiness tests compulsory. The annexes to the regulatory text list not only the elements, components and systems of the vehicle subject to testing, and the test or verification method and acceptance criteria, but also specific requirements of the inspection centres, in terms of inspection facilities and equipment and the minimum training, in terms of training and experience, that inspectors must have. The requirements for the competence and training of inspectors are laid down in Article 13 and Annex IV.</p> <p>The requirements laid down in Directive 2014/45/EU constitute an exhaustive list of the competences required to carry out roadworthiness testing activities, and there are no different regulatory alternatives for the transposition of those requirements by the Member States.</p> <p>Therefore, according to Article 2(2), Royal Decree 920/2017 of 23 October 2017 and its amendments, would not fall within the scope of Directive 2018/958 of 28 June 2018 on a proportionality test before adoption of new regulation of professions.</p>	No
MITMO S		MAIN	<p>It is proposed to include, in accordance with the provisions of Article 2 of Royal Decree 931/2017 of 27 October 2017, a reference to the indefinite</p>	<p>Reference to the validity is included in section 5.2 Legal Analysis of the MAIN.</p>	Yes

			or temporary validity of the rule.		
<b>MITMO S</b>		MAIN	Error in the description of the content of the draft Order.	Same assessment as MITERD. Amended	Yes
<b>MITMO S</b>		MAIN	Assess the need for communication, as set out in Regulation (EU) 2015/535.	Not applicable. The text incorporates into national requirements, in non-harmonised areas (national small series, national individual approval, on new vehicles, as well as modifications to registered vehicles), technical requirements that are already mandatory and harmonised in the Union, according to Regulation (EU) 2018/858.	No
<b>MITMO S</b>		MAIN	It is proposed to assess, within section 6. Impact analysis, if the draft involves a development or use of the media and services of the Digital Administration, which may present an impact for citizens or for the Administration (in accordance with the provisions of Article 2(1)(d)(2) of Royal Decree 931/2017 of October 27 2017 regulating the Regulatory Impact Analysis Report).	Reference is included in MAIN to the budgetary impact in relation to the use of digital administration resources and services.	Yes
<b>MINT</b>		Article 1	Regulatory authorisation in Royal Decree 2028/1986 - DF1 only authorises the modification by ministerial Order of Annex I. <i>'As the power to amend an annex to a regulation by an order is exceptional and must consequently be restrictive (in this case limited to Annex I), it is suggested to wait until such time as the Royal Decree in question, including Annex II, has to be amended by a sufficient regulatory rule in this regard (Royal Decree), to introduce these changes and for as long as Annex II is interpreted in the light of the changes made to Annex I.</i>	Article 1 is amended by deleting the reference to Annex II of Royal Decree 2028/86. Annex II to the Order is deleted.	Yes
<b>MINT</b>			The third final provision of the General Vehicle Regulation empowers the person responsible for	The enacting terms are replaced by: <i>'By virtue, on the proposal of the Minister of</i>	Yes

			<p>the Ministries of Industry and Tourism, and of the Ecological Transition and the Demographic Challenge, as well as of this Department, to amend the annexes to that Regulation by means of an order. This draft amends Annexes II, VII and XVIII of the General Vehicle Regulations, and therefore the person responsible for this Ministry should be a co-proponent of it, with the corresponding reflection in the promulgatory wording.</p>	<p><i>Industry and Tourism, the Minister for the Ecological Transition and the Demographic Challenge, and the Minister of the Interior, in agreement with the Council of State, hereby provides'</i></p>	
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