

Public Consultation on road circulation requirements for mobile machinery

Fields marked with * are mandatory.

Introduction

The European Commission is considering the possibility to develop a proposal for harmonising technical safety requirements for the road circulation of non-road mobile machinery, self-propelled and towed.

Non-road mobile machinery (construction, agricultural, garden, municipal, and material handling equipment, excluding tractors) has many of its aspects harmonised at EU level, such as machinery safety, electromagnetic compatibility, noise emissions, exhaust emissions, etc. However, safety requirements for road circulation is an aspect for which no harmonisation exists at EU level.

Today, manufacturers need to follow national technical safety requirements and approval procedures that differ from one country to another in the nature of the requirements as well as in the level of safety. This creates an additional burden on industry and other economic operators along the value chain (see [Costs and benefits study](#)) compared to a situation where these requirements and procedures were the same across EU countries (as is the case with the Tractors Regulation (EU) No 167/2013).

The objective of this consultation is to collect feedback from stakeholders on the current situation and the potential impacts of the policy options. The results of this consultation will provide valuable input for the Commission's impact assessment work on harmonising technical requirements for the road circulation of mobile machinery.

All stakeholders are invited to respond to this public consultation, in particular:

- enterprises, business professionals and business associations or organisations;
- national authorities, technical services and notified bodies;
- consumer organisations, trade unions, research and academic institutions;
- individual citizens.

The Commission will publish the responses to this public consultation, together with a summary report, on the '[Have your say](#)' web portal.

Further information on this initiative can be found at the web page: [Mobile machinery](#).

Policy Options

The policy options considered for this initiative are described here below:

1. EU approval of the whole mobile machine granted by Member States authorities.

National Authorities approve the whole mobile machine for road circulation. There are two alternatives:

1.a) Type approval

The EU legal text includes all technical specifications for all parts of the mobile machine.

1.b) Hybrid approach

For parts of the mobile machine that are more critical for road safety (e.g. braking, steering), the EU legal text includes all technical specifications;

For parts of the mobile machine that are less critical for road safety (e.g. cabin heating, mirrors, wheel guards, registration plate), the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.

2. CE marking of the whole mobile machine granted by the manufacturer.

The manufacturer declares that the mobile machine meets all legal requirements. There is no need for national authorities to approve the mobile machine for road circulation. For the whole machine and for all parts, the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.

(By affixing the CE marking to a product, a manufacturer declares that the product meets all the legal requirements and can be sold in the EU. This also applies to products made in non-EU countries that are sold in the EU.)

Note: Under all policy options, both the Machinery Directive 2006/42/EC and the new law would apply. The Machinery Directive continues to cover the safety of the mobile machinery while performing the work for which it has been designed. And the new law would cover the safety aspects of the mobile machinery while circulating on the public roads.

About you

* 1 Language of my contribution

- ☐ Bulgarian
- ☐ Croatian
- ☐ Czech
- ☐ Danish
- ☐ Dutch
- ☐ English
- ☐ Estonian
- ☐ Finnish
- ☐ French
- ☐ Gaelic
- ☐ German
- ☐ Greek
- ☐ Hungarian

- ☐ Italian
- ☐ Latvian
- ☐ Lithuanian
- ☐ Maltese
- ☐ Polish
- ☐ Portuguese
- ☐ Romanian
- ☐ Slovak
- ☐ Slovenian
- ☐ Spanish
- ☐ Swedish

* 2 I am giving my contribution as

- ☐ Academic/research institution
- ☐ Business association
- ☐ Company/business organisation
- ☐ Consumer organisation
- ☐ EU citizen
- ☐ Environmental organisation
- ☐ Non-EU citizen
- ☐ Non-governmental organisation (NGO)
- ☐ Public authority
- ☐ Trade union
- ☐ Other

* 3 Please specify

* 4 First name

* 5 Surname

* 6 Email (this won't be published)

* 7 Scope

- ☐ International
- ☐ Local
- ☐ National
- ☐ Regional

* 8 Organisation name

255 character(s) maximum

* 9 Organisation size

- ☐ Micro (1 to 9 employees)
- ☐ Small (10 to 49 employees)
- ☐ Medium (50 to 249 employees)
- ☐ Large (250 or more)

10 Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

* 11 Country of origin

Please add your country of origin, or that of your organisation.

- | | | | |
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| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
| <input type="radio"/> Andorra | <input type="radio"/> El Salvador | <input type="radio"/> Madagascar | <input type="radio"/> São Tomé and Príncipe |

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<input type="radio"/> Anguilla	<input type="radio"/> Eritrea	<input type="radio"/> Malaysia	<input type="radio"/> Senegal
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<input type="radio"/> Argentina	<input type="radio"/> Ethiopia	<input type="radio"/> Malta	<input type="radio"/> Sierra Leone
<input type="radio"/> Armenia	<input type="radio"/> Falkland Islands	<input type="radio"/> Marshall Islands	<input type="radio"/> Singapore
<input type="radio"/> Aruba	<input type="radio"/> Faroe Islands	<input type="radio"/> Martinique	<input type="radio"/> Sint Maarten
<input type="radio"/> Australia	<input type="radio"/> Fiji	<input type="radio"/> Mauritania	<input type="radio"/> Slovakia
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<input type="radio"/> Bahamas	<input type="radio"/> French Guiana	<input type="radio"/> Mexico	<input type="radio"/> Somalia
<input type="radio"/> Bahrain	<input type="radio"/> French Polynesia	<input type="radio"/> Micronesia	<input type="radio"/> South Africa
<input type="radio"/> Bangladesh	<input type="radio"/> French Southern and Antarctic Lands	<input type="radio"/> Moldova	<input type="radio"/> South Georgia and the South Sandwich Islands
<input type="radio"/> Barbados	<input type="radio"/> Gabon	<input type="radio"/> Monaco	<input type="radio"/> South Korea
<input type="radio"/> Belarus	<input type="radio"/> Georgia	<input type="radio"/> Mongolia	<input type="radio"/> South Sudan
<input type="radio"/> Belgium	<input type="radio"/> Germany	<input type="radio"/> Montenegro	<input type="radio"/> Spain
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<input type="radio"/> Bermuda	<input type="radio"/> Greece	<input type="radio"/> Mozambique	<input type="radio"/> Suriname
<input type="radio"/> Bhutan	<input type="radio"/> Greenland	<input type="radio"/> Myanmar /Burma	<input type="radio"/> Svalbard and Jan Mayen
<input type="radio"/> Bolivia	<input type="radio"/> Grenada	<input type="radio"/> Namibia	<input type="radio"/> Sweden
<input type="radio"/> Bonaire Saint Eustatius and Saba	<input type="radio"/> Guadeloupe	<input type="radio"/> Nauru	<input type="radio"/> Switzerland
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Botswana	Guatemala	Netherlands	Taiwan
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<input type="radio"/> Bulgaria	<input type="radio"/> Heard Island and McDonald Islands	<input type="radio"/> Niue	<input type="radio"/> Togo
<input type="radio"/> Burkina Faso	<input type="radio"/> Honduras	<input type="radio"/> Norfolk Island	<input type="radio"/> Tokelau
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<input type="radio"/> Cambodia	<input type="radio"/> Hungary	<input type="radio"/> North Korea	<input type="radio"/> Trinidad and Tobago
<input type="radio"/> Cameroon	<input type="radio"/> Iceland	<input type="radio"/> North Macedonia	<input type="radio"/> Tunisia
<input type="radio"/> Canada	<input type="radio"/> India	<input type="radio"/> Norway	<input type="radio"/> Turkey
<input type="radio"/> Cape Verde	<input type="radio"/> Indonesia	<input type="radio"/> Oman	<input type="radio"/> Turkmenistan
<input type="radio"/> Cayman Islands	<input type="radio"/> Iran	<input type="radio"/> Pakistan	<input type="radio"/> Turks and Caicos Islands
<input type="radio"/> Central African Republic	<input type="radio"/> Iraq	<input type="radio"/> Palau	<input type="radio"/> Tuvalu
<input type="radio"/> Chad	<input type="radio"/> Ireland	<input type="radio"/> Palestine	<input type="radio"/> Uganda
<input type="radio"/> Chile	<input type="radio"/> Isle of Man	<input type="radio"/> Panama	<input type="radio"/> Ukraine
<input type="radio"/> China	<input type="radio"/> Israel	<input type="radio"/> Papua New Guinea	<input type="radio"/> United Arab Emirates
<input type="radio"/> Christmas Island	<input type="radio"/> Italy	<input type="radio"/> Paraguay	<input type="radio"/> United Kingdom
<input type="radio"/> Clipperton	<input type="radio"/> Jamaica	<input type="radio"/> Peru	<input type="radio"/> United States
<input type="radio"/> Cocos (Keeling) Islands	<input type="radio"/> Japan	<input type="radio"/> Philippines	<input type="radio"/> United States Minor Outlying Islands
<input type="radio"/> Colombia	<input type="radio"/> Jersey	<input type="radio"/> Pitcairn Islands	<input type="radio"/> Uruguay
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| <input type="radio"/> Congo | <input type="radio"/> Kazakhstan | <input type="radio"/> Portugal | <input type="radio"/> Uzbekistan |
| <input type="radio"/> Cook Islands | <input type="radio"/> Kenya | <input type="radio"/> Puerto Rico | <input type="radio"/> Vanuatu |
| <input type="radio"/> Costa Rica | <input type="radio"/> Kiribati | <input type="radio"/> Qatar | <input type="radio"/> Vatican City |
| <input type="radio"/> Côte d'Ivoire | <input type="radio"/> Kosovo | <input type="radio"/> Réunion | <input type="radio"/> Venezuela |
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| <input type="radio"/> Cuba | <input type="radio"/> Kyrgyzstan | <input type="radio"/> Russia | <input type="radio"/> Wallis and Futuna |
| <input type="radio"/> Curaçao | <input type="radio"/> Laos | <input type="radio"/> Rwanda | <input type="radio"/> Western Sahara |
| <input type="radio"/> Cyprus | <input type="radio"/> Latvia | <input type="radio"/> Saint Barthélemy | <input type="radio"/> Yemen |
| <input type="radio"/> Czechia | <input type="radio"/> Lebanon | <input type="radio"/> Saint Helena Ascension and Tristan da Cunha | <input type="radio"/> Zambia |
| <input type="radio"/> Democratic Republic of the Congo | <input type="radio"/> Lesotho | <input type="radio"/> Saint Kitts and Nevis | <input type="radio"/> Zimbabwe |
| <input type="radio"/> Denmark | <input type="radio"/> Liberia | <input type="radio"/> Saint Lucia | |

* 12 Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

☐ **Anonymous**

Only your type of respondent, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

☐ **Public**

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

☐ I agree with the [personal data protection provisions](#)

* 13 Are you giving your contribution as:

- ☐ Enterprise, business professional or business association or organisation

- ☐ End user/customer or user/customer association or trade union
- ☐ Institutions of national authorities, technical services or notified bodies
- ☐ None of the above

* 14 Which sector(s) do your work in / which sector(s) are of most interest for you?

- ☐ Construction equipment
- ☐ Agricultural equipment
- ☐ Forestry equipment
- ☐ Garden equipment
- ☐ Municipal equipment
- ☐ Material handling equipment
- ☐ Other

* 15 Please specify

* 16 Please chose the role that best describes your organisation:

- ☐ Manufacturer of mobile machinery
- ☐ Authorised representative
- ☐ Importer
- ☐ Distributor
- ☐ Dealer
- ☐ Manufacturer of systems, components or separate technical units
- ☐ Other

* 17 Please specify

* 18 What is the annual turnover of your organisation?

- ☐ Less than € 2m
- ☐ € 2m or more but less than € 10m
- ☐ € 10m or more but less than € 50m
- ☐ € 50m or more

* 19 What is the annual turnover of your organisation in the EU?

- ☐ Less than € 2m
- ☐ € 2m or more but less than € 10m
- ☐ € 10m or more but less than € 50m
- ☐ € 50m or more

* 20 How much of your sales / acquisitions involves trade within the EU?

- ☐ 0 (no cross-border operations, operating only in one Member State)
- ☐ Up to 10%
- ☐ 11-25%
- ☐ 26-50%
- ☐ More than 50%

* 21 Please chose the role that best describes your organisation:

- ☐ National authority dealing with EU type approval legislation
- ☐ National authority dealing with the Machinery Directive
- ☐ Technical service
- ☐ Notified body

General questions on the identified problem

* 22 Are you aware of any accidents linked to the mobile machinery circulating on public roads in your country?

- ☐ Yes
- ☐ No

* 23 Do you know of any such road accidents that led to the personal injury of one or more persons? If so, how many and in which year(s) did they occur?

24 Were any of the following vehicle features a cause or a contributor to these accidents? If yes, please explain the details (causes of the accidents, gravity, people involved, machines involved):

	Information about accidents
Vehicle performance & control (braking system, steering system, turning radius, maximum design speed, speedometer)	
Vehicle masses, dimensions and structure (maximum authorized mass, maximum length /width /height, vehicle structure integrity, swinging upper structure)	
Road surface protection (maximum axle loading, maximum surface contact pressure, tyres & tracks)	
Vehicle awareness (audible warning device, lighting, signalling installation, side reflectors, rotating beacon, external sound level)	
Operator vision (field of vision, windscreen wipers, rear-view mirrors, sun visor, glazing and installation)	
Vehicle components related to functional safety (vehicle structure integrity, heating /ventilation/filtration systems, mechanical couplings/towing devices, fuel tank (pressurization and leakage), guards and fenders, operator controls related to circulation, unauthorised use prevention)	
Other	

* 25 Does the divergence in national safety requirements in the EU for road circulation of mobile machinery create any of the problems listed below, or other problems?

- ☐ Longer time to place a new type of machine in the market as it needs national approval in each EU country
- ☐ Regulatory charges (fees) for multiple approvals in each EU country
- ☐ Additional administrative, logistics, translation and consulting costs for multiple approvals in each EU country
- ☐ Additional manufacturing and design costs to comply with multiple requirements in each EU country
- ☐ Different requirements for circulation of mobile machinery within EU border regions
- ☐ Other problems
- ☐ I do not know

* 26 Please specify:

27 Please explain your choice(s):

* 28 Does the divergence in national safety requirements in the EU for road circulation of mobile machinery result in any of the following?

- ☐ Time delay in the market introduction of new machines
- ☐ Higher product prices for users
- ☐ Some companies decide not to sell mobile machine in certain markets
- ☐ Less variety of mobile machines available on the market in your country
- ☐ Less innovation in the machine design
- ☐ Additional burden for users when using machinery across intra-EU borders
- ☐ Substandard road safety in certain EU countries
- ☐ Other problems
- ☐ I do not know

* 29 Please specify:

30 Please explain your choice(s):

* 31 To what extent has your organisation been affected by the COVID-19 pandemic? Explain why:

Possible solutions

* 32 Do you believe there is the need for an EU-wide initiative to harmonise the currently diverging national requirements for road circulation of mobile machinery?

- ☐ Yes
- ☐ No
- ☐ I do not know

* 33 For which reason(s) do you think an EU-wide solution is advisable?

- ☐ Lower costs for manufacturers
- ☐ Faster approval procedures for manufacturers
- ☐ Easier to sell machines in other EU countries for manufacturers
- ☐ Lower product prices for users
- ☐ Users can easily use machinery across intra-EU borders
- ☐ Increased safety
- ☐ Other

* 34 Please specify:

35 Please explain why:

* 36 How much will the cost of your final product be affected by a harmonised legislation on mobile machinery related to road circulation? (reduction = product will become cheaper / increase = product will become more expensive)?

- ☐ Increase of more than 50%
- ☐ Increase between 26% and 50%

- ☐ Increase between 10% and 25%
- ☐ Increase of less than 10%
- ☐ Reduction of less than 10%
- ☐ Reduction between 10% and 25%
- ☐ Reduction between 26% and 50%
- ☐ Reduction of more than 50%
- ☐ I do not know

37 Please explain why:

* 38 What impact would EU harmonised legislation on mobile machinery related to road circulation have on your organisation's cross-border trade opportunities within the EU?

- ☐ Highly positive (increase in trade by over 20%)
- ☐ Positive (increase in trade by over 10%)
- ☐ Neutral (no change in trade)
- ☐ Negative (decrease in trade by over 10%)
- ☐ Highly negative (decrease in trade by over 20%)
- ☐ I do not know

39 Please explain why:

* 40 What impact would EU harmonised legislation on mobile machinery related to road circulation have on your organisation's recovery from effects of the COVID-19 pandemic?

- ☐ Highly positive
- ☐ Positive
- ☐ Neutral
- ☐ Negative
- ☐ Highly negative
- ☐ I don't know

41 Please explain why:

* 42 Which categories of machinery do you think should be covered by possible EU legislation harmonising the safety requirements and approval procedures for the road circulation of mobile and towed machinery (excluding tractors)

- ☐ Construction equipment
- ☐ Agricultural equipment
- ☐ Forestry equipment
- ☐ Garden equipment
- ☐ Municipal equipment
- ☐ Material handling equipment
- ☐ Other

* 43 Please specify:

44 Among the different uses and applications of mobile machinery, can you list the machine types that should fall under this EU-wide initiative? (e.g.: harvesters, sprayers, excavators, lawn mowers, etc.)

	Machine types
Construction equipment	
Agricultural equipment	
Forestry equipment	
Garden equipment	
Municipal equipment	
Material handling equipment	
Other	

* 45 Which of the policy options do you believe best achieves the objective of having an EU-wide road approval system for mobile machinery?

- ☐ Policy option 1.a. EU approval of the whole mobile machine granted by national authorities. The EU legal text includes all technical specifications for all parts of the mobile machine.
- ☐ Policy option 1.b. EU approval of the whole mobile machine granted by national authorities. For parts of the mobile machine that are more critical for road safety (e.g. braking, steering), the EU legal text includes all technical specifications. For parts of the mobile machine that are less critical for road

safety (e.g. cabin heating, mirrors, wheel guards, registration plate), the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.

- ☐ Policy option 2. CE marking of the whole mobile machine granted by the manufacturer. The manufacturer declares that the mobile machine meets all legal requirements. There is no need for national authorities to approve the mobile machine for road circulation. For the whole machine and for all parts, the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.
- ☐ Other
- ☐ I do not know

* 46 Please specify:

* 47 Please explain your choice:

* 48 Which of the policy options considered do you believe would achieve the objective of having an EU wide road approval system for mobile machinery with the lowest cost impact?

- ☐ Policy option 1.a. EU approval of the whole mobile machine granted by national authorities. The EU legal text includes all technical specifications for all parts of the mobile machine.
- ☐ Policy option 1.b. EU approval of the whole mobile machine granted by national authorities. For parts of the mobile machine that are more critical for road safety (e.g. braking, steering), the EU legal text includes all technical specifications. For parts of the mobile machine that are less critical for road safety (e.g. cabin heating, mirrors, wheel guards, registration plate), the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.
- ☐ Policy option 2. CE marking of the whole mobile machine granted by the manufacturer. The manufacturer declares that the mobile machine meets all legal requirements. There is no need for national authorities to approve the

mobile machine for road circulation. For the whole machine and for all parts, the EU legal text includes only the basic requirements, while the detailed technical specifications are described in harmonised standards.

- ☐ Other
- ☐ I do not know

* 49 Please specify:

* 50 Please explain your choice:

Additional information

51 Are there any other issues that should be considered:

52 You can share relevant quantitative data, reports/studies and position papers to support your views by uploading them here:

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

* 53 Do you agree to the Commission contacting you for a possible follow-up

- ☐ Yes
- ☐ No

