



COMPROMISES

Proposal for a Directive of the European Parliament and of the Council amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union

(COM(2025)0180 – C10-0072/2025 – 2025/0097(COD))

Rapporteur : Jens Gieseke

BATCH 1

**Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles
and their trailers**
Articles & Recitals

Compromise amendment 1. SUBJECT MATTER, SCOPE AND DEFINITIONS

COVERS:

AMENDING ACT: ARTICLE 1 - points 1 & 2
Directive 2014/45/EU: Articles 1, 2, 3
Recitals 4, 4a, 5, 5a, 7, 7a, 7b

Replacing AMs: 21, 203, 204B, 205B, 210, 211, 218, 219, 220, 221, 222

Recitals AM: 1, 2, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76

Supported: EPP, S&D, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 1 – point a

Directive 2014/45/EU

Article 2 – paragraph 1 – indent 7

Text proposed by the Commission

– wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b **and** T4.3b the use of which mainly takes place on public roads with a maximum design speed exceeding 40km/h.;

Amendment

– wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b, T4.3b, **and T5** the use of which mainly takes place on public roads with a maximum design speed exceeding 40km/h, **for commercial road haulage purposes**;

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point a

Directive 2014/45/EU

Article 3 – paragraph 1 – point 6a

Text proposed by the Commission

(6a) ‘connected vehicle’ means any vehicle **with a device installed** which is designed to allow a wireless connection or communication with external devices, vehicles, networks or services;

Amendment

(6a) ‘connected vehicle’ means any vehicle which is designed to allow a wireless connection or communication with external devices, vehicles, networks or services;

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point c

Directive 2014/45/EU

Article 3 – point 12

Text proposed by the Commission

(12) ‘roadworthiness certificate’ means a roadworthiness test report issued by the competent authority or a testing centre;;

Proposal for a directive

Article 1 – paragraph 1 – point 2 – point d

Directive 2014/45/EU

Article 3 – point 12a

Text proposed by the Commission

(12a) ‘temporary roadworthiness certificate’ means a roadworthiness certificate issued by the competent authority, or a testing centre established in a Member State other than the Member State of registration of the vehicle in accordance with Article 4(3);;

Amendment

(12) ‘roadworthiness certificate’ means a roadworthiness test report ***in digital and/or paper format*** issued by the competent authority or a testing centre, ***in accordance with Article 8(1)***;

Amendment

(12a) ‘***EU*** temporary roadworthiness certificate’ means a roadworthiness certificate issued ***in digital and/or paper format*** by the competent authority, or a testing centre established in a Member State other than the Member State of registration of the vehicle in accordance with Article ***8(1)***;

RECITALS

Proposal for a directive

Recital 4

Text proposed by the Commission

(4) Due to rapid technological progress, some of the current rules for testing vehicles have become outdated and should be amended to adapt them to newer technologies and vehicles. The testing framework should ***further contribute to reducing*** emissions from transport and ***to accelerating and benefiting from*** digitalisation in the transport sector. The framework should also be better adapted to developments in evolving vehicle technology, fleet composition and testing methods.

Amendment

(4) Due to rapid technological progress, some of the current rules for testing vehicles have become outdated and should be amended to adapt them to newer technologies and vehicles. ***Leveraging innovation in areas such as real-world emissions testing could enhance compliance, reduce administrative burdens and deliver tangible safety and environmental benefits for citizens, while ensuring that Europe stays at the forefront of developing and deploying cutting-edge technologies.*** The testing framework

should **provide for the timely and cost-efficient testing of vehicles while still fully delivering on the objectives of this Directive, including improving road safety, ensuring the effective enforcement of existing legislation regarding** emissions from transport and accelerating and **leveraging** digitalisation in the transport sector. The framework should also be better adapted to developments in evolving vehicle technology, fleet composition and testing methods.

Proposal for a directive
Recital 7

Text proposed by the Commission

(7) The number of fatalities and serious injuries on Union roads remains **at an unacceptably high level**, with **20 400** deaths in **2023**. Therefore, further action is required in order to reach the targets for road safety set out in EU road safety policy framework 2021-2030⁵.

⁵ SWD(2019) 283 final
<https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf>.

Amendment

(7) The number of fatalities and serious injuries on Union roads remains high, with **19 940** deaths in **2024**, **constituting a gradual decrease from 24 358 deaths in 2015**. Therefore, further **tangible** action is required in order to reach the targets for road safety set out in the EU road safety policy framework 2021-2030⁵ **and the long-term goal of reaching zero deaths by 2050 ("Vision Zero") through direct and meaningful measures, as endorsed by the European Parliament. This requires the continuous updating of vehicle safety rules and their effective enforcement, including the systematic detection of unsafe and non-compliant vehicles. In this context, periodic technical inspections constitute a key preventive tool within the Union's road safety policy.**

⁵ SWD(2019) 283 final
<https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf>.

Compromise amendment 2. GENERAL OBLIGATIONS

COVERS:

AMENDING ACT: ARTICLE 1 - points 3, 4, 4a

Directive 2014/45/EU: Articles 4, 4a, 4b

Recitals 5, 9, 10, 11, 12, 12a

Replacing AMs: 22, 23, 24, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 256, 330

Recital AM: 4, 5, 6, 68, 84, 85, 86, 87, 88, 89, 90, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 148

Supported: EPP, S&D, P/E, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2014/45/EU

Article 4 – paragraph 3

Text proposed by the Commission

3. In the case of M₁ vehicles, roadworthiness tests may also be carried out in a Member State other than the Member State of registration of the vehicle. The result of such roadworthiness test shall be included on a temporary roadworthiness certificate, which shall be valid for six months. The competent authority shall communicate the result of the test to the Member State of registration, which shall record it in the national vehicle register. However, unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle.

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2014/45/EU

Article 4 – paragraph 5

Amendment

3. In the case of M₁ **and** N₁ vehicles, roadworthiness tests may also be carried out in a Member State other than the Member State of registration of the vehicle. The result of such roadworthiness test shall be included on an **EU** temporary roadworthiness certificate, which shall be valid for six months. The competent authority shall communicate the result of the test to the Member State of registration, which shall record it in the national vehicle register. However, unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle.

Text proposed by the Commission

The Commission shall adopt implementing acts to specify the set of technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the data format, and the procedures for accessing the relevant technical information. Such technical information may include, in particular, instructions and data on the use of the electronic vehicle interface, diagnostic trouble codes, **and** software versions, and descriptions **and** illustrations of warning indicators or tell-tales.

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2014/45/EU

Article 4 – paragraph 6

Text proposed by the Commission

6. In accordance with the principles laid down in Regulation (EU) 2018/858, vehicle manufacturers shall make available the set of technical information referred to in paragraph 5 free of charge, and without undue delay, to relevant competent authorities, in a non-discriminatory manner and in a machine-readable format. Those competent authorities shall make that technical information available to the testing centres authorised by them.

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2014/45/EU

Article 4 – paragraph 6a (new)

Amendment

The Commission shall adopt implementing acts to specify the set of technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the **standardized** data format, and the procedures for accessing the relevant technical information, **ensuring that the information allows to clearly identify the vehicle's list of factory-fitted options**. Such technical information may include, in particular, instructions and data on the use of the electronic vehicle interface, diagnostic trouble codes, software versions and descriptions, illustrations of warning indicators or tell-tales.

Amendment

6. In accordance with the principles laid down in Regulation (EU) 2018/858, vehicle manufacturers shall make available the set of technical information referred to in paragraph 5 free of charge, and without undue delay, to relevant competent authorities, in a non-discriminatory manner and in a **standardized, digital and** machine-readable format. Those competent authorities shall make that technical information available to the testing centres authorised by them.

6a. The Commission shall, three years after the date of entry into force of this Directive and every three years thereafter review the proper use of the technical information provided by vehicle manufacturers, including an evaluation of how such data is used by the competent authorities and the testing centres authorised by them. On the basis of that review, the Commission shall, where appropriate, propose any necessary changes to ensure the relevance, effective utilisation and proportionality of the information requirements.

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2014/45/EU

Article 4a – paragraph 1

Text proposed by the Commission

1. Each Member State shall take the measures necessary to enable the recording of odometer readings in a national database or in the national vehicle register. They shall require that, in addition to testing centres, any service provider who issues an invoice or other document in connection with any repair or maintenance work carried out on a vehicle, records the odometer reading in that database or national vehicle register when that work is carried out. Member States shall also require vehicle manufacturers to transmit the odometer readings of connected vehicles which they have produced every three months starting from the date of first registration of the vehicle.

Amendment

1. Each Member State shall take the measures necessary to enable the recording of odometer readings **of vehicles of the category M1 and N1** in a national database or in the national vehicle register. They shall require that, in addition to testing centres, any service provider who issues an invoice or other document in connection with any repair or maintenance work carried out on a vehicle **for 1 hour or longer**, records the odometer reading in that database or national vehicle register when that work is carried out. **In order to further increase the number of data points in a vehicle's odometer history, Member States may also require the recording of odometer readings for maintenance or repair work of a shorter duration.** Member States shall also require vehicle manufacturers to transmit the odometer readings of connected vehicles which they have produced every three months starting from the date of first registration of the

vehicle.

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2014/45/EU

Article 4a – paragraph 4

Text proposed by the Commission

Member States shall also make available the odometer data stored in the national databases and national vehicle registers referred to in paragraph 1, in an anonymised form ***including only the first 10 characters of the vehicle identification number***, to the national statistical institutes and to the Commission (Eurostat) in accordance with Articles 17a and 17b of Regulation (EC) No 223/2009*.

Amendment

Member States shall also make available the odometer data stored in the national databases and national vehicle registers referred to in paragraph 1, in an anonymised form, to the national statistical institutes and to the Commission (Eurostat) in accordance with Articles 17a and 17b of Regulation (EC) No 223/2009*.

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2014/45/EU

Article 4a – paragraph 4a (new)

Text proposed by the Commission

Amendment

4a.-By [three years after the entry into force of this Directive], the Commission shall review the availability, frequency and quality of odometer data points recorded pursuant to this Article, as well as the effectiveness of access to the odometer history referred to in Article 4b. On the basis of that review, the Commission shall assess whether the framework for the recording and exchange of odometer data is effective and proportionate, including, where appropriate, by proposing measures to increase the number of available data points and to improve the overall effectiveness of the system. In carrying out that assessment, the Commission shall pay particular attention to the reduction of administrative burden for all relevant stakeholders, including Member States, service providers, vehicle

manufacturers, and prospective buyers so that the system can be made more efficient, effective and future-proof, with a view to increasing citizens' confidence and addressing odometer fraud.

Proposal for a directive
Article 1 – paragraph 1 – point 4 a (new)
Directive 2014/45/EU
Article 4b (new)

Text proposed by the Commission

Amendment

New Article 4b (new) is added:

Information on access to the odometer history for prospective purchasers of second-hand vehicles

1. The Commission shall publish on a website, available in all official languages of the institutions of the Union, information dedicated to making prospective purchasers of second hand vehicles, including for potential cross-border purchasers, practical information on how to request and obtain, free of charge and prior to purchase, a record of the odometer history of a vehicle registered in any member state of the European Union. The website shall include direct links to the relevant contact points/authorities in every Member State, and information on the process for requesting and receiving a record of the odometer history of a vehicle, including in a cross border context.

2. Member States shall co-operate with the Commission, and shall provide up-to-date information to the Commission, for the purposes of this Article. Member States shall ensure that a link to the Commission website is provided on the websites of the competent authorities.

Member States shall ensure that prospective buyers, from any Member State, of a used motor vehicle can, prior

to purchase, request and obtain, free of charge, a record of the odometer history of that vehicle. Member States shall also take all necessary measures to make potential buyers of second-hand vehicles aware of their right to receive, free of charge and prior to purchase, from the holder of the registration certificate, in any Member State, a record of the vehicle's odometer history.

RECITALS

Proposal for a directive Recital 9

Text proposed by the Commission

(9) According to the feedback received from Member States and industry representatives, the current legal requirements aiming to ensure that the technical data needed to carry out periodic technical inspections are available to testing centres have proven to be ineffective. It is therefore necessary to specify that a minimum set of information should be made available free of charge and without undue delay to the competent authorities, which should then ensure that the testing centres authorised by them also have the required access.

Amendment

(9) According to the feedback received from Member States and industry representatives, the current legal requirements aiming to ensure that the technical data needed to carry out periodic technical inspections are available to testing centres have proven to be ineffective. It is therefore necessary to specify that a minimum set of information should be made available free of charge and without undue delay to the competent authorities, which should then ensure that the testing centres authorised by them also have the required access. ***The Commission, in collaboration with relevant stakeholders within its expert group, should develop uniform and standardised requirements for such information to ensure a clear, consistent and harmonised approach, and to avoid overlapping with other data-access regulations. Furthermore, where testing facilities do not use data provided by the manufacturer or request additional data, the Commission should propose the necessary changes to requirements while ensuring that the administrative burden on manufacturers is minimised.***

Proposal for a directive

Recital 10

Text proposed by the Commission

(10) The Member State of registration should recognise a temporary roadworthiness certificate issued by another Member State for a period of up to six months, provided that the subsequent periodic technical inspection is conducted in the Member State of registration. That will contribute to facilitating the free movement of people while respecting the basic requirement that vehicles are generally to be tested in the Member State of registration.

Amendment

(10) The Member State of registration should recognise a temporary roadworthiness certificate **for vehicles of categories M1 and N1** issued by another Member State for a period of up to six months, provided that the subsequent periodic technical inspection is conducted in the Member State of registration. That will contribute to facilitating the free movement of people while respecting the basic requirement that vehicles are generally to be tested in the Member State of registration.

Proposal for a directive

Recital 11

Text proposed by the Commission

(11) **For the same reason**, a Member State of registration should be able to choose to recognise roadworthiness certificates issued by another Member State. If it does so, it should inform the other Member States and the Commission. The roadworthiness certificates concerned should be considered by all Member States as equivalent to certificates issued by the Member State of registration.

Amendment

(11) **In order to facilitate the free movement of people**, a Member State of registration should be able to choose to recognise roadworthiness certificates issued by another Member State. If it does so, it should inform the other Member States and the Commission. The roadworthiness certificates concerned should be considered by all Member States as equivalent to certificates issued by the Member State of registration.

Proposal for a directive

Recital 12

Text proposed by the Commission

(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. However, the effectiveness of the measure has been limited because the first test is only

Amendment

(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. However, the effectiveness of the measure has been limited because the first test **for vehicles**

carried out four years after the first registration in most Member States and only every two years after that in many of them. To further tackle odometer fraud, Member States should ensure that odometer readings are taken whenever a service provider carries out maintenance or repair work on a vehicle and that the readings are recorded in a national database or register. Member States should make those readings available in an anonymised format to inspectors, the competent authorities and the holder of the registration certificate. In addition, Member States should require manufacturers to transmit the odometer readings of connected vehicles every three months. In order to enable consumers to detect odometer fraud before purchasing a vehicle, Member States should **also inform consumers of** the availability of odometer history to the holder of the registration certificate, in particular in the context of vehicle sales. To enhance the availability of statistics on vehicle use without additional reporting burden on national administrations, Member States should make the odometer readings available, in an anonymised form, to the national statistical institutes and to the Commission (Eurostat).

Proposal for a directive
Recital 12 a (new)

Text proposed by the Commission

of categories M1 and N1 is only carried out four years after the first registration in most Member States and only every two years after that in many of them. To further tackle odometer fraud, Member States should ensure that odometer readings are taken whenever a service provider carries out maintenance or repair work **amounting to one hour or more** on a vehicle **of category M1 and N1** and that the readings are recorded in a national database or **vehicle** register. **In order to further increase the number of data points in a vehicle's odometer history, Member States should be allowed to require the recording of odometer readings also for maintenance or repair work of a shorter duration.** Member States should make those readings available in an anonymised format to inspectors, the competent authorities and the holder of the registration certificate. In addition, Member States should require manufacturers to transmit the odometer readings of connected vehicles every three months. In order to enable consumers to detect odometer fraud before purchasing a vehicle, Member States should **provide for** the availability of odometer history to the holder of the registration certificate, in particular in the context of vehicle sales. To enhance the availability of statistics on vehicle use without additional reporting burden on national administrations, Member States should make the odometer readings available, in an anonymised form, to the national statistical institutes and to the Commission (Eurostat).

Amendment

(12 a) Odometer fraud undermines

consumer confidence and distorts competition in the internal market for used vehicles, particularly in cross-border transactions. Establishing access to the odometer history by prior to purchase, could effectively prevent fraud. In line with the principle of subsidiarity, Member States should retain flexibility to design national systems while ensuring effective communication with prospective buyers.

Compromise amendment 3. DATE AND FREQUENCY OF TESTING

COVERS:
AMENDING ACT: ARTICLE 1 - point 5
Directive 2014/45/EU: Article 5
Recitals 16, 16a, 17, 18

Replacing AMs: 25, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 279, 283, 284, 285, 286, 287, 288, 289, 290

Recitals AM: 10, 11, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147

Supported: EPP, S&D, P/E, RE

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45/EU

Article 5 – paragraph 1 – subparagraph 1 – point a

Text proposed by the Commission

(a) vehicles of category M₁ and N₁: four years after the date on which the vehicle was first registered, and thereafter every two years ***until 10 years after the date on which the vehicle was first registered, and thereafter annually; however, vehicles of category N₁ shall also be subject to a roadworthiness test for the items listed in Section 8.2 of Annex I, one year after the date on which the vehicle was first registered, and thereafter annually;***

Amendment

(a) vehicles of category M₁ and N₁ ***and zero-emission motor vehicles with a maximum mass not exceeding 4,25 tonnes***: four years after the date on which the vehicle was first registered, and thereafter every two years;

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45/EU

Article 5 – paragraph 1 – subparagraph 1 – point b

Text proposed by the Commission

(b) vehicles of category M₁ used as taxis ***or*** ambulances, vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄: one year after

Amendment

(b) vehicles of category M₁ used as taxis, ambulances ***or used in the context of platform work as defined in Directive***

the date on which the vehicle was first registered, and thereafter annually;

(EU) 2024/2831, vehicles of categories M₂, M₃, N₂, N₃, O₃ and O₄: one year after the date on which the vehicle was first registered, and thereafter annually;

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45 EU

Article 5– paragraph 1– subparagraph 1– point c

Text proposed by the Commission

c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b **and** T4.3b the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.

Amendment

c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b, T4.3b **and T5** the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45/EU

Article 5 – paragraph 3

Text proposed by the Commission

3. Notwithstanding the date of a vehicle’s last roadworthiness test, vehicles shall undergo a roadworthiness test when the safety and environmental systems and components of the vehicle have been significantly altered or modified.

Amendment

3. Notwithstanding the date of a vehicle’s last roadworthiness test, vehicles shall undergo a roadworthiness test when the safety and environmental systems and components of the vehicle have been significantly altered or modified, **e.g. through replacement or software updates.**

RECITALS

Proposal for a directive

Recital 16

Text proposed by the Commission

(16) Older vehicles tend to have more defects, are more frequently involved in crashes, and represent a higher proportion of high-emitting vehicles. Inspecting older cars and light commercial vehicles annually can contribute significantly to reducing

Amendment

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crashes and harmful emissions. Cars and light commercial vehicles should therefore be inspected annually at the latest after 10 years from the date of first registration.

**Proposal for a directive
Recital 17**

Text proposed by the Commission

(17) Furthermore, since light commercial vehicles are used more intensively than private cars, often in densely populated areas, they should be inspected for emissions annually after one year from the date of first registration.

deleted

Amendment

Compromise amendment 4. CONTENTS AND METHODS OF TESTING & ASSESSMENT OF DEFICIENCIES

COVERS:

AMENDING ACT: ARTICLE 1 - points 6, 6a

Directive 2014/45/EU: Articles 6 & 7

Recitals 1a, 1b, 4, 4a, 5a, 6, 10a, 12b, 13, 13a, 14, 15, 15a, 15b, 18b, 41a, 41b

Replacing AMs: 28, 29, 234, 291, 292, 293, 294, 295, 296, 297, 298, 300, 301, 302, 303, 304, 403, 434

Recitals AM: 7, 8, 9, 59, 60, 70, 71, 102, 105, 106, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 151, 199, 200, 201, 202

Supported: EPP, S&D, RE

Proposal for a directive

Article 1 – paragraph 1 – point 6 – point a (new)

Directive 2014/45/EU

Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

(2 a) The Commission shall adopt delegated acts in accordance with Article 18 to amend this Directive by specifying:

a) the methods for the preconditioning of the vehicle for the measurement of nitrogen oxides (NOx) emissions from compression ignition engines and identifying the EURO emission classes related to those methods,

b) the methods and limit values for measuring particle number (PN) emissions from positive ignition engines, as referred to in item 8.2.2.1 of point 3 of Annex I.

(2 b) The Commission is empowered to adopt delegated acts to amend this Directive by specifying the methods and limit values, and to identify the EURO emission classes related to that method, for measuring NOx from positive ignition engines referred to in item 8.2.2.3 of point 3 of Annex I.

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(2 c) The application of the test procedures referred to in paragraphs 2 a and 2 b shall be optional for Member States. Member States shall inform the Commission without undue delay of their decision whether or not to apply those test procedures, and shall provide the reason for that decision.

(2 d) The delegated acts referred to in paragraphs 2a and 2b shall be adopted in accordance with the procedure referred to in Article 18.

(2e) By [four years after the adoption of the delegated acts referred to in paragraphs 2a and 2b], the Commission shall review the uptake and application by Member States of the test procedures for measuring particle number (PN) and nitrogen oxides (NOx) emissions referred to in those paragraphs. On the basis of that review, the Commission shall assess the level of implementation, their effectiveness in contributing to improved air quality, and any barriers to their uptake, taking into account national circumstances, technical readiness and administrative burden. The Commission shall also consult Member States that do not apply the test procedures for their reasoning thereof. Where appropriate, the Commission may propose measures to facilitate the uptake of those test procedures and to ensure their effective and proportionate application across the Union.

Proposal for a directive
Article 1 – paragraph 1 – point 6 – point c
Directive 2014/45/EU
Article 6 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

"4a. Member States shall ensure that the authorities responsible for periodic inspections within their territory take due account of technological developments and keep their testing methods and equipment up to date, in order to minimise the occurrence of false positives and false negatives in inspection results."

Proposal for a directive

Article 1 – paragraph 1 – point 6 - point d (new)

Directive 2014/45/EU

Article 6 - paragraph 5 (new):

Text proposed by the Commission

Amendment

By [three years after the entry into force of this Directive], the Commission shall review the items listed in Annex I, point 3, including electronic safety systems, assessing their impact on road safety and environmental performance and conducting a cost-benefit analysis of their testing, with a view to determining the necessity of inspecting those items. On the basis of that review, the Commission shall assess whether the inspection of the electronic safety system items is necessary and proportionate, and how the inspection requirements can be made more efficient, effective and future proof for improving road safety and propose any necessary measures for Member States regarding the inspection of relevant electronic safety system items.

Proposal for a directive

Article 1 – paragraph 1 – point 6 a (new)

Directive 2014/45/EU

Article 7 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(6 a) in Article 7, the following

paragraph is added:

'3a. All vehicles presented for periodic technical inspection shall be checked for outstanding mandatory recall campaigns applicable to their make, model, and year. Vehicles subject to an active mandatory recall relating to major and/or dangerous deficiencies affecting safe operation of the vehicle or environment, and presenting immediate danger to health of persons, shall fail the inspection. The vehicle owner or other responsible party shall have the necessary recall repairs carried out and shall present the vehicle for re-inspection. The competent authorities of the Member State or the testing centre shall verify that the recall has been fully completed before the vehicle is deemed to have passed the inspection.'

RECITALS

Proposal for a directive
Recital 13 a (new)

Text proposed by the Commission

Amendment

(13a) Vehicles should only be tested against the specific requirements laid down in the relevant vehicle approval legislation applicable at the time of their first registration, first entry into service, or, where relevant, at the time of retrofitting. Where a vehicle function becomes inoperable for reasons beyond the control of the vehicle owner, such as the potential deactivation of eCall systems operating on 2G networks in certain Member States, the vehicle should not be deemed to have failed the inspection, as the cause of the malfunction lies outside the owner's responsibility.

Proposal for a directive
Recital 14

Text proposed by the Commission

(14) Regulation (EU) 2019/2144 of the European Parliament and of the Council⁶ requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should **be included in** periodic and roadside inspections to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU.

⁶ 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

Amendment

(14) Regulation (EU) 2019/2144 of the European Parliament and of the Council⁶ requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should **fall within the scope of** periodic and roadside inspections to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU. **Where appropriate, competent authorities should be able to consider visual checks or documentary verification to be sufficient.**

⁶ 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 (OJ L 325, 16.12.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

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 (OJ L 325, 16.12.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

**Proposal for a directive
Recital 14 a (new)**

Text proposed by the Commission

Amendment

(14 a) In light of the increasing integration of electronic safety systems in modern vehicles, it is important to assess their contribution to road safety and environmental performance. In order to ensure that periodic technical inspections remain effective, proportionate and adapted to technological developments, the Commission should review the items listed in Annex I, point 3, including electronic safety systems, taking into account their impact, as well as the costs and benefits of their inspection. On the basis of that review, the Commission should evaluate the necessity and proportionality of including such items in vehicle inspections and identify ways to make inspection requirements more efficient, effective and future-proof, with a view to improving road safety. Where appropriate, the Commission should propose the necessary measures.

**Proposal for a directive
Recital 15**

Text proposed by the Commission

Amendment

(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_x and fine particles, the current testing methods for exhaust emissions are not adapted to

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more recent vehicles and technologies. Commission Recommendation (EU) 2023/688⁷ was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_x.

⁷ Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: <http://data.europa.eu/eli/reco/2023/688/oj>).

Proposal for a directive
Recital 15 a (new)

Text proposed by the Commission

more recent vehicles and technologies. Commission Recommendation (EU) 2023/688⁷ was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_x, **using appropriate and cost-efficient testing methods the feasibility and effectiveness of which have been duly assessed.**

⁷ Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: <http://data.europa.eu/eli/reco/2023/688/oj>).

Amendment

(15 a) The inclusion of particle number (PN) and nitrogen oxides (NO_x) measurements in periodic roadworthiness testing could make an important contribution to improved air quality. However, in accordance with the principles of subsidiarity and proportionality, the introduction and application of such measurements should take due account of national circumstances, technical readiness and efficiency of testing, economic impacts and the availability of appropriately qualified personnel. Member States should therefore retain the discretion to decide whether and to what extent such

testing is applied, in particular in the absence of fully harmonised requirements at Union level for measurement equipment, calibration procedures and operational conditions, as well as where shortages of suitably trained engineers or inspectors on the labour market should be able to affect effective implementation. Where Member States apply PN or NOx testing, sufficient implementation periods should be provided to allow testing centres, including small and medium-sized inspection centres, to adapt in a technically sound and economically proportionate manner, including by training or recruiting qualified staff, while avoiding market distortions and ensuring consistent and reliable testing.

**Proposal for a directive
Recital 15 b (new)**

Text proposed by the Commission

Amendment

(15b) Recall campaigns in accordance with Regulations (EU) 2018/858 and (EU) 2023/988 depend on follow-up by vehicle owners or the holders of registration certificates to be effective. Roadworthiness tests could reinforce the follow-up on mandatory recall campaigns in cases where the identified deficiency presents a serious risk to the safety and health of persons or the environment. Therefore, a link between recall campaigns and roadworthiness testing should be established. Vehicles with unresolved mandatory safety recalls assessed as major or dangerous should not pass their roadworthiness test until the underlying issue has been rectified and verified.

**ALTERNATIVE Compromise amendment 4A. CONTENTS AND METHODS OF TESTING
& ASSESSMENT OF DEFICIENCIES**

COVERS:

AMENDING ACT: ARTICLE 1 - points 6, 6a

Directive 2014/45/EU: Articles 6 & 7

Recitals 1a, 1b, 4, 4a, 5a, 6, 10a, 12b, 13, 13a, 14, 15, 15a, 15b, 18b, 41a, 41b

Replacing AMs: 28, 29, 234, 291, 292, 293, 294, 295, 296, 297, 298, 300, 301, 302, 303, 304, 403, 434

Recitals AM: 7, 8, 9, 59, 60, 70, 71, 102, 105, 106, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 151, 199, 200, 201, 202

Supported: PfE, ESN

Proposal for a directive

Article 1 – paragraph 1 – point 6 – point a (new)

Directive 2014/45/EU

Article 6 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

Text proposed by the Commission

Amendment

(2 a) The Commission shall adopt delegated acts in accordance with Article 18 to amend this Directive by specifying:

~~a) the methods for the preconditioning of the vehicle for the measurement of nitrogen oxides (NO_x) emissions from compression ignition engines and identifying the EURO emission classes related to these methods,~~

b) the methods and limit values for measuring particle number (PN) emissions from positive ignition engines, as referred to in item 8.2.2.1 of point 3 of Annex I.

~~(2 b) The Commission may is empowered to adopt delegated acts to specify supplement this Directive by specifying the methods and limit values, and to identify the EURO emission classes related to that method, for measuring NO_x from positive ignition engines~~

referred to in item 8.2.2.3 of point 3 of Annex I.

(2 c) The application of the test procedures referred to in paragraphs 2 a and 2 b shall be optional for Member States. Member States shall inform the Commission without undue delay of their decision whether or not to apply those test procedures, and shall provide the reason for that decision.

(2 d) The delegated acts referred to in paragraphs 2a and 2b shall be adopted in accordance with the procedure referred to in Article 18.

(2e) By [four years after the adoption of the delegated acts referred to in paragraphs 2a and 2b], the Commission shall review the uptake and application by Member States of the test procedures for measuring particle number (PN) and nitrogen oxides (NOx) emissions referred to in those paragraphs. On the basis of that review, the Commission shall assess the level of implementation, their effectiveness in contributing to improved air quality, and any barriers to their uptake, taking into account national circumstances, technical readiness and administrative burden. The Commission shall also consult Member States that do not apply the test procedures for their reasoning thereof. Where appropriate, the Commission may propose measures to facilitate the uptake of those test procedures and to ensure their effective and proportionate application across the Union.

The delegated acts referred to in this Article shall be limited to the technical specification of existing test items and shall not introduce new categories of testing or extend the scope of emission testing beyond those explicitly provided for in Annex I.

Proposal for a directive

Article 1 – paragraph 1 – point 6 – point c

Directive 2014/45/EU

Article 6 – paragraph 4 a (new)

Text proposed by the Commission

Amendment

"4a. Member States shall ensure that the authorities responsible for periodic inspections within their territory take due account of technological developments and keep their testing methods and equipment up to date, in order to minimise the occurrence of false positives and false negatives in inspection results."

Proposal for a directive

Article 1 – paragraph 1 – point 6 - point d (new)

Directive 2014/45/EU

Article 6 - paragraph 5 (new):

Text proposed by the Commission

Amendment

By [three years after the entry into force of this Directive], the Commission shall review the items listed in Annex I, point 3, including electronic safety systems, assessing their impact on road safety and environmental performance and conducting a cost-benefit analysis of their testing, with a view to determining the necessity of inspecting those items. On the basis of that review, the Commission shall assess whether the inspection of the electronic safety system items is necessary and proportionate, and how the inspection requirements can be made more efficient, effective and future proof for improving road safety and propose any necessary measures for Member States regarding the inspection of relevant electronic safety system items.

Proposal for a directive

Article 1 – paragraph 1 – point 6 a (new)

Directive 2014/45/EU

Article 7 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

(6 a) in Article 7, the following paragraph is added:

'3a. All vehicles presented for periodic technical inspection shall be checked for outstanding mandatory recall campaigns applicable to their make, model, and year. Vehicles subject to an active mandatory recall relating to major and/or dangerous deficiencies affecting safe operation of the vehicle or environment, and presenting immediate danger to health of persons, shall fail the inspection. The vehicle owner or other responsible party shall have the necessary recall repairs carried out and shall present the vehicle for re-inspection. The competent authorities of the Member State or the testing centre shall verify that the recall has been fully completed before the vehicle is deemed to have passed the inspection.'

RECITALS

**Proposal for a directive
Recital 13 a (new)**

Text proposed by the Commission

Amendment

(13a) Vehicles should only be tested against the specific requirements laid down in the relevant vehicle approval legislation applicable at the time of their first registration, first entry into service, or, where relevant, at the time of retrofitting. Where a vehicle function becomes inoperable for reasons beyond the control of the vehicle owner, such as the potential deactivation of eCall systems operating on 2G networks in certain Member States, the vehicle should not be deemed to have failed the inspection, as the cause of the malfunction lies outside the owner's

responsibility.

Proposal for a directive
Recital 14

Text proposed by the Commission

(14) Regulation (EU) 2019/2144 of the European Parliament and of the Council⁶ requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should **be included in** periodic and roadside inspections to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU.

⁶ 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

Amendment

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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 (OJ L 325, 16.12.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

**Proposal for a directive
Recital 14 a (new)**

Text proposed by the Commission

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 (OJ L 325, 16.12.2019, p. 1, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

Amendment

(14 a) In light of the increasing integration of electronic safety systems in modern vehicles, it is important to assess their contribution to road safety and environmental performance. In order to ensure that periodic technical inspections remain effective, proportionate and adapted to technological developments, the Commission should review the items listed in Annex I, point 3, including electronic safety systems, taking into account their impact, as well as the costs and benefits of their inspection. On the basis of that review, the Commission should evaluate the necessity and proportionality of including such items in vehicle inspections and identify ways to make inspection requirements more efficient, effective and future-proof, with a view to improving road safety. Where appropriate, the Commission should propose the necessary measures.

**Proposal for a directive
Recital 15**

Text proposed by the Commission

(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_x and fine particles, the current testing methods for exhaust emissions are not adapted to more recent vehicles and technologies. Commission Recommendation (EU) 2023/688⁷ was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_x.

⁷ Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: <http://data.europa.eu/eli/reco/2023/688/oj>).

Proposal for a directive
Recital 15 a (new)

Text proposed by the Commission

Amendment

(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_x and fine particles, the current testing methods for exhaust emissions are not adapted to more recent vehicles and technologies. Commission Recommendation (EU) 2023/688⁷ was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_x, **using appropriate and cost-efficient testing methods the feasibility and effectiveness of which have been duly assessed.**

⁷ Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: <http://data.europa.eu/eli/reco/2023/688/oj>).

Amendment

(15 a) The inclusion of particle number (PN) and nitrogen oxides (NO_x) measurements in periodic roadworthiness testing could make an important contribution to improved air quality. However, in accordance with the principles of subsidiarity and proportionality, the introduction and

application of such measurements should take due account of national circumstances, technical readiness and efficiency of testing, economic impacts and the availability of appropriately qualified personnel. Member States should therefore retain the discretion to decide whether and to what extent such testing is applied, in particular in the absence of fully harmonised requirements at Union level for measurement equipment, calibration procedures and operational conditions, as well as where shortages of suitably trained engineers or inspectors on the labour market should be able to affect effective implementation. Where Member States apply PN or NOx testing, sufficient implementation periods should be provided to allow testing centres, including small and medium-sized inspection centres, to adapt in a technically sound and economically proportionate manner, including by training or recruiting qualified staff, while avoiding market distortions and ensuring consistent and reliable testing.

**Proposal for a directive
Recital 15 b (new)**

Text proposed by the Commission

Amendment

(15b) Recall campaigns in accordance with Regulations (EU) 2018/858 and (EU) 2023/988 depend on follow-up by vehicle owners or the holders of registration certificates to be effective. Roadworthiness tests could reinforce the follow-up on mandatory recall campaigns in cases where the identified deficiency presents a serious risk to the safety and health of persons or the environment. Therefore, a link between recall campaigns and roadworthiness testing should be established. Vehicles with unresolved mandatory safety recalls assessed as major or dangerous should not pass their roadworthiness test until

***the underlying issue has been rectified
and verified.***

Compromise amendment 5. ROADWORTHINESS CERTIFICATE

COVERS:
AMENDING ACT: ARTICLE 1 - points 7
Directive 2014/45/EU: Article 8
Recitals 19, 21

Replacing AMs: 30, 305, 306, 307 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320

Recitals AM: 12, 152, 153, 154

Supported: EPP, S&D, P/E, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – Title

Text proposed by the Commission

Amendment

Roadworthiness **certificate**

Roadworthiness **and EU temporary roadworthiness certificates**

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

Member States shall ensure that testing centres or, where relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II. Member States shall ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council**.

Member States shall ensure that testing centres or, where relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate **or in the case referred to in Article 4(4), an EU temporary roadworthiness certificate**, for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II. Member States shall ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European

Parliament and of the Council**.

Proposal for a directive

Article 1 – paragraph 1 – point 7 Directive 2014/45/EU

Article 8 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Member States shall ensure that roadworthiness certificates contain the information necessary for authentication and validation of those certificates.

Amendment

Member States shall ensure that **roadworthiness and EU temporary** roadworthiness certificates contain the information necessary for authentication and validation of those certificates.

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – paragraph 1 – subparagraph 4

Text proposed by the Commission

Member States shall inform the Commission of trusted issuers of roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure channel and in an electronically signed or sealed form suitable for automated processing.

Amendment

Member States shall inform the Commission of trusted issuers of **roadworthiness and EU temporary** roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure channel and in an electronically signed or sealed form suitable for automated processing.

Proposal for a directive

Article 1 – paragraph 1 – point 7

Regulation 2014/45/EU

Article 8 – paragraph 2

Text proposed by the Commission

2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable **[barcode][QR code]**, which allows the verification of its authenticity, validity and integrity. By six months after the adoption of the

Amendment

2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable QR code, which allows the verification of its authenticity, validity and integrity. By six months after the adoption of the implementing acts

implementing acts referred to in paragraph 9, the **[barcode]**[QR code] shall comply with the technical specifications set out in those implementing acts. The information contained in the certificate shall also be displayed in human-readable form and shall be provided in at least the official language or languages of the issuing Member State.

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – paragraph 6

Text proposed by the Commission

6. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – paragraph 7

Text proposed by the Commission

7. Member States shall ensure that the information included in the previous roadworthiness certificate is made available to the inspectors.

Proposal for a directive

Article 1 – paragraph 1 – point 7

referred to in paragraph 9, the QR code shall comply with the technical specifications set out in those implementing acts. The information contained in the certificate shall also be displayed in human-readable form and shall be provided in at least the official language or languages of the issuing Member State **and English as one additional EU official language accepted for cross-border use.**

Amendment

6. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the **roadworthiness and EU temporary** roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.

Amendment

7. Member States shall ensure that the information included in the previous roadworthiness certificate is made **electronically** available to the inspectors.

Directive 2014/45/EU

Article 8 – paragraph 9 – subparagraph 1 – point c

Text proposed by the Commission

(c) laying down the common data structure of roadworthiness certificates;

Amendment

(c) laying down the common data structure of roadworthiness **and EU temporary roadworthiness** certificates;

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2014/45/EU

Article 8 – paragraph 9 – subparagraph 1 – point e

Text proposed by the Commission

(e) notifying trusted issuers of roadworthiness certificates.

Amendment

(e) notifying trusted issuers of roadworthiness **and EU temporary roadworthiness** certificates.

RECITALS

Proposal for a directive

Recital 21

Text proposed by the Commission

(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic technical inspection due to one or more major deficiencies in a Member State other than the Member State of registration, the result of the test and the deadline for the subsequent test should be notified to the Member State of registration and recorded in the vehicle register. The deadline for the subsequent test should be no more than two months and should take place in either Member State. In addition, when a vehicle has failed the periodic technical inspection due to one or more dangerous deficiencies, to avoid immediate risks to road safety or the environment, the Member State or competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's

Amendment

(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic technical inspection due to one or more major deficiencies in a Member State other than the Member State of registration, the result of the test and the deadline for the subsequent test should be notified to the Member State of registration and recorded in the vehicle register. The deadline for the subsequent test should be no more than two months and should take place in either Member State. In addition, when a vehicle has failed the periodic technical inspection due to one or more dangerous deficiencies, to avoid immediate risks to road safety or the environment, the Member State or competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's

authorisation for use in road traffic, until the deficiencies are rectified. The suspension should be recorded in the vehicle register of the Member State of registration.

authorisation for use in road traffic, until the deficiencies are rectified **and verified upon a further roadworthiness test either in the Member State that initiated the suspension or in the Member State of registration. The competent authority concerned should issue a new roadworthiness certificate without undue delay after the deficiency is rectified.** The suspension should be recorded in the vehicle register of the Member State of registration.

Compromise amendment 6. FOLLOW-UP ON DEFICIENCIES

COVERS

AMENDING ACT: ARTICLE 1 - point 8

Directive 2014/45/EU: Article 9

Recitals 18a, 18b, 22,

Replacing AMs: 31, 32, 255, 321, 322, 323, 324, 325, 326, 327, 328, 329, 331,

Recitals AM: 13, 149, 150, 155, 156, 157

Supported: EPP, S&D, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2014/45/EU

Article 9 – paragraph 1

Text proposed by the Commission

1. In the case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested.

Proposal for a directive

Article 1 – paragraph 1 – point 8

Directive 2014/45/EU

Article 9 – paragraph 3

Text proposed by the Commission

3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration. Such request for suspension shall be notified to the Member State of

Amendment

1. In the case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested. ***The relevant information about these deficiencies shall be provided to the inspector at the next periodic technical inspection to allow them to verify if they have been rectified.***

Amendment

3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration. Such request for suspension shall be notified to the Member State of

registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. When the deficiencies are rectified, a new roadworthiness certificate shall be issued without delay testifying that the vehicle is in a roadworthy condition. The new certificate shall be issued by the competent authority that requested the suspension.

registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. ***That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration of the vehicle.*** When the deficiencies are rectified, a new roadworthiness certificate shall be issued without delay testifying that the vehicle is in a roadworthy condition. The new certificate shall be issued by the competent authority that requested the suspension ***or in the Member State of registration of the vehicle.***

Proposal for a directive

Article 1 – paragraph 1 – point 8 Directive 2014/45/EU

Article 9 – paragraph 4

Text proposed by the Commission

In the case of obvious tampering or manipulation of ***any*** component of the vehicle, ***including*** its emission control system, silencer, safety-related systems, or odometers, with the aim of reducing or misrepresenting the distance record of a vehicle, such tampering or manipulation shall be considered as a major or dangerous deficiency and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

Amendment

Member States shall lay down effective, proportionate dissuasive, and non-discriminatory penalties for any proven tampering or manipulation of a component of the vehicle relating to its emission control system, silencer, safety-related systems, or odometer, with the aim of reducing or misrepresenting the distance record of a vehicle. The competent authorities designated by the Member States shall ensure that such offences are effectively sanctioned and deterred.

RECITALS

Proposal for a directive

Recital 18 a (new)

Text proposed by the Commission

Amendment

(18 a) Where vehicles have been recalled due to safety or emission-related reasons, testing centres should have access to and be provided with the relevant information

in order to carry out checks during the following periodic technical inspections.

**Proposal for a directive
Recital 18 b (new)**

Text proposed by the Commission

Amendment

(18 b) Member states should ensure testing centres do not view re-testing as an opportunity to recoup costs and ensure retesting is only carried out when necessary, in the case of major or dangerous deficiencies.

**Proposal for a directive
Recital 22**

Text proposed by the Commission

Amendment

(22) Tampering or manipulating **any** component of a vehicle should be considered to be a major or dangerous deficiency and therefore should be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

(22) Tampering or manipulating **of a safety or emission-control component, silencer or high-voltage system** of a vehicle should be considered to be a major or dangerous deficiency and therefore should be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

Compromise amendment 7. COOPERATION & EXCHANGE OF INFORMATION & ELECTRONIC VEHICLE INFORMATION PLATFORM

COVERS:
AMMENDING ACT: ARTICLE 1 - point 9
Directive 2014/45/EU: Article 16
Recitals 23, 24, 25

Replacing AMs: 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344

Recitals AM: 14, 158, 159, 160, 161, 162,

Supported: EPP, S&D, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 9

Directive 2014/45/EU

Article 16 – point 1 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection report, and the odometer history of the vehicle stored in national databases, to the competent authorities of and testing centres authorised by other Member States.

Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection report, **the EU temporary roadworthiness certificates**, and the odometer history of the vehicle stored in national databases, to the competent authorities of and testing centres authorised by other Member States.

RECITALS

Proposal for a directive

Recital 23

Support the text proposed by the Commission

Proposal for a directive

Recital 25

Text proposed by the Commission

Amendment

(25) The functionalities of the MOVE-

(25) The functionalities of the MOVE-

HUB should be extended to enable the necessary exchange of information and vehicle data for the purposes of Directives 2014/45/EU and 2014/47/EU. Member States should therefore connect their electronic systems containing information on roadworthiness certificates and odometer history to MOVE-HUB. The exchange of information and data through the MOVE-HUB should be operational within one year after the adoption of the corresponding implementing acts pursuant to Article 16 of Directive 2014/45/EU and Article 18a of Directive 2014/47/EU.

HUB should be extended to enable the necessary exchange of information and vehicle data for the purposes of Directives 2014/45/EU and 2014/47/EU. Member States should therefore connect their electronic systems containing information on **roadworthiness certificates, EU temporary** roadworthiness certificates and odometer history to MOVE-HUB. The exchange of information and data through the MOVE-HUB should be operational within one year after the adoption of the corresponding implementing acts pursuant to Article 16 of Directive 2014/45/EU and Article 18a of Directive 2014/47/EU.

Compromise amendment 8. DELEGATED, IMPLEMENTING ACTS AND FINAL PROVISIONS

**COVERS
AMMENDING ACT: ARTICLE 1 - points 17,
Directive 2014/45/EU: Articles 17, 18, 20, 20a, 22
Recitals 26,**

Replacing AMs: 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355

Recitals AM: 91, 103, 104, 107, 163, 188, 194

Supported: EPP, S&D, RE, Greens, Left

Proposal for a directive

Article 1 – paragraph 1 – point 10

Directive 2014/45/EU

Article 17 - paragraph 1 - indent 2a (new)

Present text

Amendment

-amend point 3 of Annex I, following the assessment by the Commission as referred to in Art. 6(5) including the regrouping, simplification or removal of items;

Proposal for a directive

Article 1 – paragraph 1 – point 10 a (new)

Directive 2014/45/EU

Article 18

Present text

Amendment

(10 a) Article 18 is amended as follows:

Article 18 Exercise of delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 17 shall be conferred on the Commission for a period of five years from 19 May 2014. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be

"Article 18 Exercise of delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 17 shall be conferred on the Commission for a period of five years from 19 May 2014. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be

tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 17 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 17 shall enter into force only if no objection has been expressed by either the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 17 may be revoked ***in whole or in part*** at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect on the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

3a. Before adopting a delegated act, the Commission shall transmit without delay to the European Parliament and the Council all preparatory documents, including draft texts, impact assessments, scientific or technical evidence relied upon, and summaries of consultations carried out.

4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

5. A delegated act adopted pursuant to Article 17 shall enter into force only if no objection has been expressed by either the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both

informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

”

Proposal for a directive

Article 1 – paragraph 1 – point 11

Directive 2014/45/EU

Article 20 – paragraph 1 – subparagraph 1

Text proposed by the Commission

By [two years from the date referred to in Article 20a(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of the provisions on its scope, notably in relation to L-category vehicles, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State, and the recognition of temporary roadworthiness certificates. The report shall also analyse whether it is necessary to update the Annexes, particularly in the light of technical progress and practices.;

Amendment

By [two years from the date referred to in Article 20a(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of the provisions on its scope, notably in relation to L-category vehicles, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State, and the recognition of temporary roadworthiness certificates. The report shall ***review differences in rules across Member States and, where appropriate, consider measures for increased consistency. The report shall*** also analyse whether it is necessary to update the Annexes, particularly in the light of technical progress and practices.;

Compromise amendment 8.1. MOTORCYCLES

COVERS:

AMENDING ACT: ARTICLE 1 - points 1, 5, 6
Directive 2014/45/EU: Articles 2, 5, 6
Recital 8

Replacing AMs: 20, 26, 27, 204 A, 205 A, 206, 207, 208, 209, 212, 213, 214, 215, 216, 217, 278, 280, 281, 282, 299

Recital AMs: 3, 77, 78, 79, 80, 81, 82, 83

Supported: EPP, S&D, RE

Proposal for a directive

Article 1 – paragraph 1 – point 1 – point a

Amendments to Directive 2014/45/EU

Article 2 – paragraph 1 – indent 6

Support the text proposed by the Commission

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45/EU

Article 5 – paragraph 2

Support the text proposed by the Commission

Proposal for a directive

Article 1 – paragraph 1 – point 6 – point b

Directive 2014/45/EU

Article 6 – paragraph 3

Support the text proposed by the Commission

RECITALS

Recital 8

Text proposed by the Commission

(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This has also been demonstrated

Amendment

(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This has also been demonstrated

by the number of Member States that already include motorcycles in their roadworthiness testing systems. As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm³ is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception.

by the number of Member States that already include motorcycles in their roadworthiness testing systems.
Therefore, the testing of motorcycles with an engine capacity above 125 cm³ should be mandatory. Member States should set appropriate intervals as well as areas, items and appropriate methods of testing. As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm³ is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception ***due to the evidence showing that regular inspections of motorcycles are associated with significantly lower fatality rates.***

ALTERNATIVE Compromise amendment 8.1A. MOTORCYCLES

COVERS:

AMENDING ACT: ARTICLE 1 - points 1, 5, 6
Directive 2014/45/EU: Articles 2, 5, 6
Recital 8

Replacing AMs: 20, 26, 27, 204 A, 205 A, 206, 207, 208, 209, 212, 213, 214, 215, 216, 217, 278, 280, 281, 282, 299

Recital AMs: 3, 77, 78, 79, 80, 81, 82, 83

Supported: P/E, ESN

Proposal for a directive

Article 1 – paragraph 1 – point 1 – point a

Amendments to Directive 2014/45/EU

Article 2 – paragraph 1 – indent 6

Support the text proposed by the Commission

Proposal for a directive

Article 1 – paragraph 1 – point 1 – point b

Directive 2014/45/EU

Article 2 – paragraph 2 – indent 7

Text proposed by the Commission

b) in paragraph 2, indent 7 is **deleted**;

Amendment

b) in paragraph 2, indent 7 is **replaced by**:

“– Vehicles in categories L3e, L4e, L5e and L7e, with an engine capacity exceeding 125 cm³, or with a maximum continuous rated power or net power exceeding 11 kW, where Member States have implemented effective alternative road safety measures ensuring an equivalent level of road safety, taking due account in particular of the relevant road safety statistics over the past five years. Member States shall inform the Commission of such exemptions;”

Proposal for a directive

Article 1 – paragraph 1 – point 5

Directive 2014/45/EU
Article 5 – paragraph 2

Support the text proposed by the Commission

Proposal for a directive
Article 1 – paragraph 1 – point 6 – point b
Directive 2014/45/EU
Article 6 – paragraph 3

Support the text proposed by the Commission

RECITALS

Recital 8

Text proposed by the Commission

(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This **has also been demonstrated by** the number of Member States that already **include** motorcycles in their roadworthiness testing systems. **As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm³ is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception.**

Amendment

(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This **is also reflected in** ~~has also been demonstrated~~ by the number of Member States that **have** already **included** motorcycles in their roadworthiness testing systems. **Member States may, however, exempt motorcycles with an engine capacity exceeding 125 cm³ or with a maximum continuous rated power or net power exceeding 11 kW, provided that they have implemented effective alternative road safety measures ensuring an equivalent level of road safety, taking due account in particular of relevant road safety statistics.**