



Committee on Transport and Tourism

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 2

**Directive 2014/47/EU on the technical roadside inspection of the
roadworthiness
Articles & Recitals**

Compromise amendment 9. SCOPE

COVERS

AMENDING ACT: ARTICLE 2 - point 2

Directive 2014/47/EU: Article 2

Recitals 3a

Replacing AMs: 356, 357, 358, 359

Recitals AM: 61

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

Proposal for a directive

Article 2 – paragraph 1 – point 2 – point a

Amendements to Directive 2014/47/EU

Article 2 =>

Support the text proposed by the Commission

**Compromise amendment 10. ROADSIDE INSPECTION SYSTEM & VEHICLE
SCREENING FOR AIR POLLUTANT EMISSIONS**

COVERS

**AMENDING ACT - ARTICLE 2 - points 4, 5
Directive 2014/47/EU Article 4, 4a
Recitals 28, 29**

Replacing AMs: 33, 34, 35, 36, 37, 38, 39, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369,
370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388

Recitals AM: 16, 17, 169, 170, 171, 172, 173, 176, 177, 178, 179, 180

Supported: S&D, RE, Greens, Left

Proposal for a directive

Article 2 – paragraph 1 – point 4

Directive 2014/47/EU

Article 4

Text proposed by the Commission

The technical roadside inspection system shall include the ***use of remote sensing*** as referred to in Article 4a, initial technical roadside inspections as referred to in Article 10(1), and more detailed technical roadside inspections as referred to in Article 10(2).

Amendment

The technical roadside inspection system shall include ***the system to screen the vehicle fleet***, as referred to in Article 4a, initial technical roadside inspections as referred to in Article 10(1), and more detailed technical roadside inspections as referred to in Article 10(2).

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – Title

Text proposed by the Commission

Remote sensing.

Amendment

Screening of vehicles for air pollutant emissions.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 1

Text proposed by the Commission

1. Member States **shall** use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions. **Each year, each** Member State **shall take the measures necessary to screen the equivalent of at least 30 % of the fleet of motor vehicles registered in its territory using that technology.**

Amendment

1. Member States **shall, taking into account national circumstances and with a view to increasing the efficiency of roadside inspections, establish a system to screen motor vehicles with regard to their air pollutant emissions in road traffic in order to help identifying potential high-emitting vehicles. Such screening shall be based on the principle of technological neutrality. For that purpose, Member States use any combination of remote sensing technologies, be it fixed or mobile, stationary roadside equipment, and plume chasing. Member States shall record a sufficient number of remote sensing technology measurements and use the data collected to assess real-world pollutant and optionally noise emissions of their vehicle fleet. The data collected shall be processed and stored in compliance with the applicable EU data protection law. Member States shall collect data in such a way that high-emitting vehicles can be identified and verified accordingly.**

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 1

Text proposed by the Commission

Member States shall use the results of such remote sensing to identify high-emitting vehicles. However, a vehicle shall not be considered to have failed or passed a roadside inspection on the basis of a single remote sensing measurement.

Amendment

2. Screening carried out pursuant to paragraph 1 shall be indicative only and shall not in itself constitute confirmation of non-compliance. Member States shall establish the necessary number of measurements, thresholds for exhaust emissions and optionally-noise levels, and other conditions under which vehicles identified as potential high-emitters are required to undergo further technical inspection on the basis of one or more

screenings in order to verify and, where relevant, address the results of such initial screening.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 2

Text proposed by the Commission

Amendment

Member States shall take the measures necessary to verify the exhaust emissions, the noise level or both of any vehicle that, based on remote sensing data of at least three measurements of that vehicle within a period of six months, is suspected to emit above a certain level. For exhaust emissions, that level shall be double the average level for vehicles belonging to the same vehicle category, emission class, and having the same type of ignition, namely positive or compression ignition. For noise, the level shall be 3 dB above the average level for vehicles belonging to the same vehicle category.

deleted

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 3

Text proposed by the Commission

Amendment

Such verification by Member States may take place as follows:

deleted

(a) immediately after a remote sensing measurement, as part of a technical roadside inspection carried out in accordance with Article 10, including a noise or exhaust emission test or both in accordance with point 3, item 8 of Annex II;

(b) within 15 days from the last remote sensing measurement in a testing centre referred to in Article 12 of Directive

2014/45/EU, for vehicles registered in the Member State where the remote sensing measurements took place, following notification of the owner by the competent authority within five days from the last remote sensing measurement.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 3

Text proposed by the Commission

3. Regarding vehicles registered in another Member State, the competent authority shall notify the competent authority of the Member State of registration of the remote sensing measurements and of any subsequent technical roadside inspection, through the contact points referred to in Article 17 of this Directive. Where no subsequent roadside inspection took place, the Member States of registration shall request the holder of the vehicle registration certificate to present the vehicle in any testing centre referred to in Article 12 of Directive 2014/45/EU at the latest 45 days after the notification received from the Member State where the remote sensing measurements took place.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 4

Text proposed by the Commission

4. Member States may also verify the exhaust emissions, the noise level, or both, of any vehicle that is suspected to emit more than double, or more than 3 dB above, the average levels referred to in paragraph 2 based on only one or two

Amendment

3. Member States shall inform the Commission of their respective national systems and frequencies, criteria and thresholds that they apply. They shall also notify the Commission of any changes thereto. Within one year following the first notification, Member States shall report to the Commission on the results of their screening of vehicles for air pollutant emissions.

Amendment

4. Member States shall ensure that vehicles that have been identified to be potentially high-emitting are notified to their owner and /or holder and are selected for further technical inspection in order to verify, and where relevant

remote sensing measurements. Such verification shall take in accordance with paragraph 3.;

address compliance.

Where a vehicle registered in another Member State is identified as potentially high-emitting and is not subject to an immediate roadside inspection, the competent authority of the identifying Member State shall notify the competent authority of the Member State of registration.

The Member State of registration shall inform the owner and or holder of the vehicle and shall undertake appropriate follow-up action in respect of vehicles identified as potentially high-emitting, including, where necessary, requiring the vehicle to be presented at a testing centre to verify and, where relevant, address compliance.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 4a (new)

Text proposed by the Commission

Amendment

4 a. The Commission shall, on the basis of information provided by Member States, collect and analyse best practices concerning the screening of vehicles for air pollutant emissions, including measures to ensure the protection of personal data, and shall report its findings to the Parliament and to the Council. Based on this analysis, the Commission may issue recommendations on thresholds for exhaust emissions, together with the associated accuracy requirements, including provisions on repeated measurements.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 4b (new)

Text proposed by the Commission

Amendment

4 b. Member States shall apply this Article

by/at the latest [three years after the entry into force of this Directive].

RECITALS

Proposal for a directive Recital 28

Text proposed by the Commission

(28) For roadside inspections, the screening of the exhaust emissions **of large numbers of vehicles by using remote sensing equipment is** an effective measure for identifying high-emitting vehicles. **It increases detection rates significantly compared to mandatory test methods.** Member States should therefore use **remote sensing equipment systematically** to screen **large shares of** the vehicle fleet in real **on-road** conditions. **One single remote sensing measurement indicating high emissions above the legal limits could** be related to various factors, such as temporary acceleration or a cold engine. However, multiple measurements systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering. Since such defects and modifications generate excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned.

Amendment

(28) For roadside inspections, the screening of the **vehicle** exhaust emissions **through the use of remote sensing technologies can constitute** an effective measure for identifying **potentially** high-emitting vehicles. **Such screening can significantly increase detection rates compared to conventional inspection methods and allows vehicles to be assessed under real driving conditions.** Member States should **be able to** use **such technologies** to screen the vehicle fleet in real **world** conditions **during their operation in road traffic, and in accordance with the principle of technological neutrality. Screening results should be considered indicative only and should not in themselves constitute confirmation of non-compliance.** A single **measurement indicating emissions above applicable thresholds can** relate to various factors, such as temporary acceleration or a cold engine. However, multiple measurements systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering. Since such defects and modifications generate excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned. **Remote sensing technologies serve as a screening tool and do not replace roadside inspections. Vehicles flagged through remote measurements ~~may~~ should be subject to further verification. The Commission should, on the basis of information provided by Member States, identify best practices**

and should be able to issue recommendations, including on emission thresholds, measurement accuracy and the use of repeated measurements, while ensuring the protection of personal data.

**Proposal for a directive
Recital 29**

Text proposed by the Commission

(29) As a result, such screening by remote sensing should form part of each Member State's roadside inspection system. For the screening to be effective, each Member State should screen the equivalent of at least 30% of its registered fleet of motor vehicles, including cars and motorcycles. On the basis of that remote sensing data, Member States should check the exhaust emissions and the noise level of any vehicle that is suspected to emit more than double the average level of similar vehicles, or more than 3 dB above the average level. That check could be carried out in a roadside inspection immediately after a remote sensing measurement or in a roadworthiness testing centre in the Member State of registration. For vehicles registered in another Member State, the competent authority where the remote sensing measurement took place should notify the measurement result and the result of any subsequent roadside inspection to the competent authority of Member State of registration.

Amendment

(29) Vehicles identified as potentially high-emitting through screening should be subject to appropriate follow-up, including further technical inspection and, where necessary, at an inspection centre to verify compliance. Where such vehicles are registered in another Member State, cooperation between competent authorities should ensure that the relevant information is communicated and appropriate follow-up action is taken.

**Proposal for a directive
Recital 29 a (new)**

Text proposed by the Commission

Amendment

(29 a) In order to allow Member States sufficient time to develop and deploy appropriate technologies and administrative frameworks for the

screening of vehicles for air pollutant emissions, they should apply the relevant provisions by [three years after the entry into force of this Directive].

ALTERNATIVE Compromise amendment 10A. ROADSIDE INSPECTION SYSTEM & VEHICLE SCREENING FOR AIR POLLUTANT EMISSIONS

COVERS

AMENDING ACT - ARTICLE 2 - points 4, 5 Directive 2014/47/EU Article 4, 4a Recitals 28, 29

Replacing AMs: 33, 34, 35, 36, 37, 38, 39, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388

Recitals AM: 16, 17, 169, 170, 171, 172, 173, 176, 177, 178, 179, 180

Supported: PFE, ESN

Proposal for a directive

Article 2 – paragraph 1 – point 4

Directive 2014/47/EU

Article 4

Text proposed by the Commission

The technical roadside inspection system **shall** include the use of remote sensing **as referred to in Article 4a, initial technical roadside inspections as referred to in Article 10(1), and more detailed technical roadside inspections as referred to in Article 10(2).**

Amendment

The technical roadside inspection system **may shall** include the **system to screen the vehicle fleet** use of **screening technologies, including** remote sensing **as referred to in Article 4a, initial technical to support the identification of vehicles for technical roadside inspections, with a view to selecting vehicles for** technical roadside inspections as referred to in Article 10(1), Article 10 (2)

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – Title

Text proposed by the Commission

Remote sensing.

Amendment

Screening of vehicles for air pollutant emissions-roadworthiness deficiencies

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 1

Text proposed by the Commission

1. Member States **shall** use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions. **Each year, each** Member State **shall take the measures necessary to screen the equivalent of at least 30 % of the fleet of motor vehicles registered in its territory using that technology.**

Amendment

1. Member States **shall may, taking into account national circumstances, use screening technologies to identify vehicles with potential technical deficiencies affecting roadworthiness, in road traffic in order to support the selection of vehicles for technical roadside inspections as referred to in Article 10(1) and (2).**

Such screening shall be based on the principle of technological neutrality.

For that purpose, Member States may use any combination of technologies, including remote sensing technologies, be it fixed or mobile, stationary roadside equipment, and plume chasing.

Member States shall record a sufficient number of measurements and use the data thus collected solely for the purpose of supporting the selection and verification of vehicles for technical roadside inspections.

The data collected shall be processed and stored in compliance with applicable Union data protection law.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 1

Text proposed by the Commission

Member **States shall** use the results of such remote sensing to identify high-emitting vehicles. **However**, a vehicle shall **not be considered to have failed or passed a roadside inspection on the basis of a single remote sensing measurement.**

Amendment

2. Screening carried out pursuant to paragraph 1 shall be indicative only and shall not in itself constitute confirmation of non-compliance.

Member States shall establish the necessary number of measurements, thresholds for exhaust emissions and optionally noise levels, and other conditions under which vehicles identified as having potential high-emitters technical deficiencies are may be required to undergo further technical inspection on the basis of one or more screenings in order to verify and, where relevant, address the results of such initial screening.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 2

Text proposed by the Commission

Member States shall take the measures necessary to verify the exhaust emissions, the noise level or both of any vehicle that, based on remote sensing data of at least three measurements of that vehicle within a period of six months, is suspected to emit above a certain level. For exhaust emissions, that level shall be double the average level for vehicles belonging to the same vehicle category, emission class, and having the same type of ignition, namely positive or compression ignition. For noise, the level shall be 3 dB above the average level for vehicles belonging to the same vehicle category.

Amendment

deleted

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 2 – subparagraph 3

Text proposed by the Commission

Amendment

Such verification by Member States may take place as follows:

deleted

(a) immediately after a remote sensing measurement, as part of a technical roadside inspection carried out in accordance with Article 10, including a noise or exhaust emission test or both in accordance with point 3, item 8 of Annex II;

(b) within 15 days from the last remote sensing measurement in a testing centre referred to in Article 12 of Directive 2014/45/EU, for vehicles registered in the Member State where the remote sensing measurements took place, following notification of the owner by the competent authority within five days from the last remote sensing measurement.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 3

Text proposed by the Commission

Amendment

3. Regarding vehicles registered in another Member State, the competent authority shall notify the competent authority of the Member State of registration of the remote sensing measurements and of any subsequent technical roadside inspection, through the contact points referred to in Article 17 of this Directive. Where no subsequent roadside inspection took place, the Member States of registration shall request the holder of the vehicle registration certificate to present the

(3) Member States that make use of screening technologies may inform the Commission of their respective national systems and the frequencies, criteria and conditions that they apply. They may also, on a voluntary basis, report to the Commission on the use of such technologies for the purpose of supporting roadside inspections.

vehicle in any testing centre referred to in Article 12 of Directive 2014/45/EU at the latest 45 days after the notification received from the Member State where the remote sensing measurements took place.

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 4

Text proposed by the Commission

Amendment

4. Member States may also verify the exhaust emissions, the noise level, or both, of any vehicle that is suspected to emit more than double, or more than 3 dB above, the average levels referred to in paragraph 2 based on only one or two remote sensing measurements. Such verification shall take in accordance with paragraph 3.;

Deleted

Proposal for a directive

Article 2 – paragraph 1 – point 5

Directive 2014/47/EU

Article 4a – paragraph 4a (new)

Text proposed by the Commission

Amendment

(4 a) The Commission shall, on the basis of information provided by Member States, collect and analyse best practices concerning the screening of vehicles for air pollutant emissions, including measures to ensure the protection of personal data, and shall report its findings to the Parliament and to the Council. Based on this analysis, the Commission may issue recommendations on thresholds for exhaust emissions relevant parameters and thresholds, together with the associated accuracy requirements, including provisions on repeated measurements.

Text proposed by the Commission

Amendment

4 b. Member States shall apply this Article by/at the latest [three years after the entry into force of this Directive].

RECITALS

Proposal for a directive Recital 28

(28) For roadside inspections, the screening of the **exhaust** emissions **of large numbers of vehicles by using remote sensing equipment is** an effective measure for identifying **high-emitting** vehicles. **It increases detection rates significantly compared to mandatory test methods.** Member States should **therefore** use **remote sensing equipment systematically to screen large shares of the vehicle fleet in real on-road conditions. One** single **remote sensing** measurement indicating **high** emissions above **the legal limits could be related** to various factors, such as temporary acceleration or a cold engine. **However, multiple** measurements **systematically indicating significantly higher-than-average emissions could** indicate a faulty emission control system or unauthorised modifications, **such as tampering. Since such defects and modifications generate excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned.**

(28) For roadside inspections, the screening of vehicle emissions **through the use of appropriate technologies, including remote sensing, may constitute** an effective measure for identifying vehicles **with potential emissions-related deficiencies. Such screening can increase detection rates compared to conventional inspection methods and allows vehicles to be assessed under real driving conditions.** Member States should **be able to** use **such technologies, in accordance with the principle of technological neutrality. Screening results should be considered indicative only and should not in themselves constitute confirmation of non-compliance. A** single measurement indicating emissions above **applicable thresholds may relate** to various factors, such as temporary acceleration or a cold engine, **whereas repeated** measurements **may** indicate a faulty emission control system or unauthorised modifications. **Remote sensing technologies should serve only as a screening tool and should not replace technical roadside inspections. Vehicles identified through such screening should be subject to further verification. The Commission should, on the basis of information provided by Member States, identify best practices and may issue recommendations, while ensuring the protection of personal data.**

Proposal for a directive
Recital 29

Text proposed by the Commission

(29) As a result, such screening by remote sensing should form part of each Member State's roadside inspection system. For the screening to be effective, each Member State should screen the equivalent of at least 30% of its registered fleet of motor vehicles, including cars and motorcycles. On the basis of that remote sensing data, Member States should check the exhaust emissions and the noise level of any vehicle that is suspected to emit more than double the average level of similar vehicles, or more than 3 dB above the average level. That check could be carried out in a roadside inspection immediately after a remote sensing measurement or in a roadworthiness testing centre in the Member State of registration. For vehicles registered in another Member State, the competent authority where the remote sensing measurement took place should notify the measurement result and the result of any subsequent roadside inspection to the competent authority of Member State of registration.

Proposal for a directive
Recital 29 a (new)

Text proposed by the Commission

Amendment

(29) For vehicles identified as having potential deficiencies affecting roadworthiness on the basis of remote sensing or any other relevant information, the competent authority may provide for further verification, where appropriate by requiring them to attend an inspection centre, in order to determine whether the vehicle has been tampered with or otherwise manipulated.

Such screening may be followed by appropriate measures, including further technical inspection and, where necessary, at an inspection centre to verify compliance.

The use of such technologies should remain voluntary and should not create additional obligations for Member States or vehicle owners.

(29 a) In order to allow Member States sufficient time to develop and, where appropriate, deploy appropriate technologies and administrative frameworks for the screening of vehicles for potential air-pollutant emissions deficiencies affecting roadworthiness, they Member States should apply the relevant provisions may apply such provisions by [three years after the entry into force of this Directive], taking into

account national circumstances, technical readiness and administrative capacity.

Compromise amendment 11. PERCENTAGE OF VEHICLES TO BE INSPECTED, RISK RATING SYSTEM & RESPONSIBILITIES

COVERS

AMENDING ACT - ARTICLE 2 - points 6, 7, 8 Directive 2014/47/EU Articles 5, 6, 7 Recitals 27, 28a, 28a, 30

Replacing AMs: 40, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402,

Recitals AM: 15, 164, 165, 166, 167, 168, 174, 175, 181, 182, 183

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

Proposal for a directive

Article 2 – paragraph 1 – point 6

Directive 2014/47/EU

Article 5 – paragraph 2

Text proposed by the Commission

2. For vehicles referred to in of Article 2(1), point (aa), Member States shall carry out a total number of initial technical roadside inspections, per calendar year, corresponding to at least **2 % of the total number of those vehicles that are registered in their territory.**;

Amendment

2. For vehicles referred to in of Article 2(1), point (aa), Member States shall carry out a total number of initial technical roadside inspections, per calendar year, corresponding at least:

(a) 0,5 % of the total number of those vehicles that are registered in their territory during the first 2 years following the date of transposition of this Directive;

**(b) 1 % during the subsequent 2 years;
and**

(c) 2 % thereafter.

By way of derogation from the first subparagraph, a Member State shall be exempt from this obligation where it demonstrates that measures implemented pursuant to Article 4a of this Directive cover the equivalent of at least 20% of its vehicle fleet.

By way of derogation from the first subparagraph, Member States may limit roadside inspections of light commercial vehicles, as referred to in Article 2(1), point (aa), that have undergone a periodic technical inspection within the

preceding 12 months to the items listed in Section 8.2 of Annex II.

Proposal for a directive

Article 2 – paragraph 1 – point 8

Amendments to Directive 2014/47/EU

Article 7 – paragraph 1

Text proposed by the Commission

1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format, or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections.;

Amendment

1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format, or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections, ***including where such evidence is made available through the exchange mechanisms referred to in Article 18a.***;

RECITALS

Proposal for a directive

Recital 27

Text proposed by the Commission

(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections.

Amendment

(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections. ***To ensure a proportionate and gradual approach, minimum levels of roadside inspections should be established at Union level and increased over time. The progressive increase of inspection targets for vehicles of category N1 should support Member States in developing the necessary administrative, technical and operational capacities to***

effectively carry out roadside inspections. At the same time, Member States should retain flexibility in the implementation of those requirements, taking into account national circumstances. In particular, where Member States implement effective screening systems for air pollutant emissions that cover a significant share of the vehicle fleet, corresponding to at least 20% of that fleet, they should be allowed to derogate from the minimum inspection levels. Furthermore, in order to avoid an unnecessary administrative burden and duplication of checks, Member States should be able, by way of derogation, to limit roadside inspections of light commercial vehicles, that have undergone a periodic technical inspection within the preceding 12 months.

Proposal for a directive

Recital 30

Text proposed by the Commission

(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share. To ensure that roadside inspections of commercial vehicles contribute to improved road safety and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory.

Amendment

(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share. To ensure that roadside inspections of commercial vehicles contribute to improved road safety and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory. ***Follow-up testing should be limited to intelligence-led and risk-rating based inspections, with clear rules on infringement interpretation, sanctions, and liability.***

ALTERNATIVE Compromise amendment 11A. PERCENTAGE OF VEHICLES TO BE INSPECTED, RISK RATING SYSTEM & RESPONSIBILITIES

COVERS

AMENDING ACT - ARTICLE 2 - points 6, 7, 8 Directive 2014/47/EU Articles 5, 6, 7 Recitals 27, 28a, 28a, 30

Replacing AMs: 40, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402,

Recitals AM: 15, 164, 165, 166, 167, 168, 174, 175, 181, 182, 183

Supported: PfE, ESN

Proposal for a directive

Article 2 – paragraph 1 – point 6

Directive 2014/47/EU

Article 5 – paragraph 2

Text proposed by the Commission

2. For vehicles referred to in of Article 2(1), point (aa), Member States shall **carry out a total number of** initial technical roadside inspections, per calendar year, corresponding to at least **2 % of the total number of those vehicles that are** registered in their territory.;

Amendment

2. For vehicles referred to in Article 2(1), point (aa), Member States shall, **taking into account national circumstances, determine an appropriate fleet-coverage target for** initial technical roadside inspections. **They shall, per calendar year, carry out a total number of such inspections** corresponding at least **to that target in relation to the total number of those vehicles that are** registered in their territory. **Member States may exclude from that target vehicles which are already subject to frequent periodic roadworthiness tests.**

Proposal for a directive

Article 2 – paragraph 1 – point 8

Amendments to Directive 2014/47/EU

Article 7 – paragraph 1

Text proposed by the Commission

1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format,

Amendment

1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format,

or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections.;

or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections, ***including where such evidence is made available through the exchange mechanisms referred to in Article 18a.***;

RECITALS

Proposal for a directive

Recital 27

Text proposed by the Commission

(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections.

Amendment

(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections. ***The determination of an appropriate fleet-coverage target should remain at the discretion of each Member State, taking into account national circumstances. Furthermore, Member States should be able to exclude light commercial vehicles from roadside inspections where they are already subject to frequent annual periodic roadworthiness tests. To ensure a proportionate and gradual approach, minimum levels of roadside inspections should be established at Union level and increased over time. The progressive increase of inspection targets for vehicles of category N1 should support Member States in developing the necessary administrative, technical and operational capacities to effectively carry out roadside inspections. At the same time, Member States should retain flexibility in the implementation of those requirements, taking into account national circumstances. In particular, where***

~~Member States implement effective screening systems for air pollutant emissions pursuant to Article 4a that cover a significant share of the vehicle fleet, corresponding to at least 20% of that fleet, they should be allowed to derogate from the minimum inspection levels. Furthermore, in order to avoid an unnecessary administrative burden and duplication of checks, Member States should be able, by way of derogation, to limit roadside inspections of light commercial vehicles, as referred to in Article 2(1), point (aa), that have undergone a periodic technical inspection within the preceding 12 months to the items listed in Section 8.2 of Annex II~~

Proposal for a directive
Recital 30

Text proposed by the Commission

(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share. To ensure that roadside inspections of commercial vehicles contribute to improved road safety **and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory.**

Amendment

(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share.

To ensure that roadside inspections of commercial vehicles contribute to improved road safety and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory **Member States may determine the appropriate level and frequency of initial technical roadside inspections, taking into account national circumstances, risk profiles and available resources.**

Follow-up testing should be limited to intelligence-led and risk-rating based inspections, with clear rules on

*infringement interpretation, sanctions,
and liability.*

Compromise amendment 12. INSPECTION PROCEDURES

COVERS

AMENDING ACT - ARTICLE 2: points 9, 10, 11, 12

Directive 2014/47/EU: Articles 9, 10, 13, 14

Recitals 30a, 32, 32a

Replacing AMs: 41, 42, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421

Recitals AM: 18, 19, 184, 185, 186, 187, 189

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

Proposal for a directive

Article 2 – paragraph 1 – point 9

Directive 2014/47/EU

Article 9

Text proposed by the Commission

When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile in accordance with the criteria set out in Annex I to this Directive or as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a reasonable suspicion that the vehicle presents a risk to road safety or to the environment, including on the basis of remote sensing.;

Proposal for a directive

Article 2 – paragraph 1 – point 10 – point a

Directive 2014/47/EU

Article 10 – paragraph 1–subparagraph 2 – point b

Present text

(b) shall carry out a visual assessment of the technical condition of the vehicle

Amendment

When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile in accordance with the criteria set out in Annex I to this Directive or as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a reasonable suspicion that the vehicle presents a risk to road safety or to the environment, including on the basis of remote sensing **technologies, where available.**;

Amendment

(b) shall carry out a visual assessment of the technical condition of the vehicle, **including a visual assessment of how the vehicle's cargo is secured. This visual assessment may be supplemented**

by the use of specific equipment;'

Proposal for a directive

Article 2 – paragraph 1 – point 10 – point a a (new)

Directive 2014/47/EU

Article 10 – paragraph 2

Present text

2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.

Amendment

2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection ***and, as appropriate in accordance with Article 13, inspection of cargo securing.***

Proposal for a directive

Article 2 – paragraph 1 – point 11

Directive 2014/47/EU

Article 13 – paragraph 1 – introductory part

Text proposed by the Commission

1. During roadside inspections, vehicles shall be subject to ***an*** inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks shall be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:

Amendment

1. During roadside inspections, vehicles ***may*** be subject to inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks shall be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:

Proposal for a directive

Article 2 – paragraph 1 – point 11 a (new)

Directive 2014/47/EU

Article 14 – paragraph 2

Present text

Amendment

(11a) in Article 14, paragraph 2 is replaced by the following:

2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority **may** request the competent authority of that other Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States **may** decide to inform the competent authority of the country of registration of the vehicle.

2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority **shall** request the competent authority of that other Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States **shall** decide to inform the competent authority of the country of registration of the vehicle.

Proposal for a directive

Article 2 – paragraph 1 – point 12

Directive 2014/47/EU

Article 14 – Paragraph 4

Text proposed by the Commission

4. Obvious tampering or manipulation of any component of the vehicle, including its emission control system, silencer and safety-related systems, shall be considered as major or dangerous deficiencies and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.;

Amendment

4. Obvious tampering or manipulation of any component of the vehicle, including its emission control **system, high-voltage system, including battery management system**, silencer and safety-related systems, shall be considered as major or dangerous deficiencies and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.;

RECITALS

Proposal for a directive

Recital 30 a (new)

Text proposed by the Commission

Amendment

(30a) Member States should invest in more frequent and better-targeted roadside inspections of heavy commercial

vehicles and light commercial vehicles of category N1. To that end, they should ensure that competent authorities are equipped with adequate financial and human resources, including sufficiently trained personnel, so that infringements can be detected in a reliable way and offenders held accountable.

**Proposal for a directive
Recital 32**

Text proposed by the Commission

(32) Given that inadequate or dangerous cargo securing can pose a serious threat to road safety and to the environment, inspections of cargo securing should be a mandatory part of roadside inspections in all Member States.

Amendment

(32) Given that inadequate or dangerous cargo securing can pose a serious threat to road safety and to the environment, ***visual*** inspections of cargo securing should be a mandatory part of roadside inspections in all Member States. ***Where risks or deficiencies are detected, a more detailed inspection may follow. Common standards for inspecting cargo securing should take into account the 2014 Best Practices Guidelines on Cargo Securing for Road Transport, enabling a consistent and effective approach across the Union.***

Compromise amendment 13. COOPERATION AND EXCHANGE OF INFORMATION

COVERS

AMENDING ACT - ARTICLE 2 - points 14a, 15, 16
Directive 2014/47/EU: Articles 18, 18a, 20

Replacing AMs: 43, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433

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

Proposal for a directive

Article 2 – paragraph 1 – point 14 a (new)

Directive 2014/47/EU

Article 18 – paragraph 2

Present text

2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected **may** request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.

Proposal for a directive

Article 2 – paragraph 1 – point 15

Directive 2014/47/EU

Article 18a – Paragraph 1 – Subparagraph 2

Text proposed by the Commission

Member States shall provide access to 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

Amendment

(14 a) in Article 18, paragraph 2 is replaced by the following:

‘2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected **shall** request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.’

Amendment

Member States shall provide access to data regarding the content of the certificates of conformity, the last roadworthiness **or EU temporary roadworthiness certificates**, any technical roadside inspection report, and the

national databases, to the competent authorities of other Member States.

odometer history of the vehicle, stored in national databases, to the competent authorities of **and testing centres authorised by** other Member States.

Proposal for a directive

Article 2 – paragraph 1 – point 16

Directive 2014/47/EU

Article 20 – paragraph 1 – point e

Text proposed by the Commission

(e) the results of the remote sensing measurements carried out in accordance with Article 4a of this Directive.

Amendment

(e) the results of the remote sensing **technologies** measurements, **where such measurements are** carried out in accordance with Article 4a of this Directive.

Compromise amendment 14. DELEGATED AND IMPLEMENTING ACTS AND FINAL PROVISIONS

COVERS

AMENDING ACT: ARTICLE 2 - points 17

Directive 2014/47/EU: Articles 21

Recitals 33, 34, 35, 38

Replacing AMs: 435, 436, 437, 438, 439

Recitals AM: 190, 191, 192, 193, 194, 195, 196, 197, 198

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

Proposal for a directive

Article 2 – paragraph 1 – point 17 - point a

Amendements to Directive 2014/47/EU

Article 21 - second and third indents

Support the text proposed by the Commission

Proposal for a directive

Article 2 – paragraph 1 – point 17 - point b

Amendements to Directive 2014/47/EU

Article 21 - fourths and fifth indents

Support the text proposed by the Commission

Proposal for a directive

Article 2 – paragraph 1 – point 17 - point ba (new)

Amendements to Directive 2014/47/EU

Article 21 - indent fourth a (new)

Present text

Amendment

And add the following in Art 21, point 4a (new):

- ***Amend or supplement Annex III, following an assessment of the costs and benefits involved, in order to set further common standards for cargo securing;***