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Subject:	Preparation of the Council meeting (Transport, Telecommunications and Energy) on 4th December 2025 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 - General approach

I. INTRODUCTION

1. On 24 April 2025, the Commission presented two legislative proposals to revise the 'Roadworthiness Package' of 2014. One proposal amends the Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers (PTI) and the Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles (RSI), the other proposal replaces Directive 1999/37/EC on the registration documents for vehicles.

2. Both proposals have the general objective to further improve road safety in the EU, contributing to sustainable mobility and facilitating the free movement of people and goods in the EU. In addition, the proposal amending the PTI Directive and the RSI Directive pursues the following specific objectives:

   a. To ensure the consistency, objectivity and quality of roadworthiness testing by incorporating technological advancement, in particular the testing of electric vehicles and advanced driver assistance systems (ADAS), the deployment of new test methods for gaseous emissions (NOx and particle number) and noise emissions, and the use of emission and noise measuring equipment on public roads to detect high-emitting vehicles;

   b. to reduce tampering and improve the detection of defective vehicles with faulty or tampered safety and emission control systems, as well as tampered odometers; this objective consists of changes to the scope and frequency of regular inspections, changes to inspection standards, as well as the creation of a system of odometer recording;

   c. to improve the electronic storage and the exchange of relevant vehicle identification and status data, thus increasing data availability and facilitating mutual recognition by enforcement authorities.

II. WORK AT OTHER INSTITUTIONS

3. The European Parliament has designated the Committee on Transport and Tourism (TRAN) as the committee responsible for this proposal, where Mr. Jens GIESEKE (EPP, DE) was appointed as the rapporteur on 22 September 2025.

4. The European Economic and Social Committee adopted an opinion on 18 September 2025. The European Committee of the Regions decided not to issue an opinion.

III. WORK WITHIN THE COUNCIL AND ITS PREPARATORY BODIES

5. The Working Party on Land Transport started to work on the proposal on 30 April 2025 under the Polish Presidency with a general presentation from the Commission and a presentation of the impact assessment[1]. Delegations acknowledged the preparatory work undertaken by the Commission, but expressed several concerns. Those concerns related to additional costs of vehicle owners whose vehicles would be inspected in more detail or more often, to the capacity limits and efficient operation of inspection centres and roadside inspection teams, and to costs for the administration such as running costs for new equipment. Several delegations missed a social consideration in the proposal as regards owners of older cars, and pointed to the fact that technical deficiencies in cars are not often the cause of accidents.

6. Another point of concern was the practical feasibility: delegations questioned the scalability of new test methods which had proven their use under laboratory conditions (NOx measurement of diesel cars) and the imposition on Member States of methods which are not yet developed (particle number measurement and NOx measurement of petrol cars) or not widely used (emission measurement through remote sensing).

7. The Council on 5 June held an exchange of views on the whole package. Ministers acknowledged the need for an overhaul of the rules on vehicle testing and roadside inspection, but most of them considered that several points in the proposal did not find the right balance between costs and benefits.

8. In this context Ministers mentioned the annual control of cars above 10 years of age, the removal of flexibility concerning the testing of motor bikes, and the new test methods for driver assistance systems requiring access to manufacturer data. In addition, strong doubts were raised towards testing the emissions of commercial vans already one year after registration, and towards new methods of NOx testing and obligatory remote sensing.

[1] The impact assessment report is attached to the other proposal, ST 8259/25 ADD 5-7.

9. The Danish Presidency conducted a detailed examination of the proposal in the working party and prepared a compromise.

10. The evolving discussion of the compromise in the working party has shown that most delegations could go along with it, although not all requests had been taken into account. Particularly difficult for delegations were new emission testing methods and remote sensing.

11. A considerable number of delegations opposed an obligatory NOx measurement. They considered it premature or unpractical due to the cumbersome conditioning of diesel vehicles (warm-up drive) or would consider it only at roadside checks where requisite vehicle conditions would be naturally met. Others opposed the scope of vehicles or engine types to be tested. These views mainly concerned older emission classes and, in respect of petrol engines, the added value of separate NOx measurement.

12. On remote sensing, some delegations supported the Commission proposal, others could go along if it did not contain specific fleet screening targets, while most delegations were either very sceptical or outright against.

13. Similarly, views among delegations differed considerably on performing tests in another Member State than in the Member State of registration, on odometer readings, and on emission tests and roadside inspections of vans.

14. Delegations supported reinforcing data exchange among authorities. However, as a cross-cutting concern, many delegations questioned the need to link their existing multilateral IT-platform for data exchange ('EUCARIS') with the Commission's MOVE-HUB, referring to development and maintenance costs as well as susceptibility to errors and data breaches. A few delegations opposed such a link altogether.

15. The main elements of the Presidency compromise can be summarised as follows:

PTI Directive

a. Scope and minimum test frequency (Art. 2, 5 of the amended act)

The compromise maintains the scope of tests and minimum frequencies as currently applied. This means that the proposed switch to annual instead of biannual testing after 10 years is not followed, and that the exception allowing to exclude motor bikes from the scope, when applying alternative measures, is maintained. As regards more frequent emission tests for vans, it was very difficult to find a rule acceptable to a solid majority. The compromise therefore suggests not to introduce an accelerated frequency of tests. However, there would a significant improvement to the monitoring of emissions in this vehicle group through the introduction of particle number and NOx emission measurement during periodic roadworthiness tests. This measure will be further supported by including commercial vans into the roadside inspection system (see below on RSI Directive).

b. Test in another Member State than the Member State of registration (Art. 4(4), 5(1) last subparagraph, 8(1a))

The compromise follows the Commission's approach for a temporary roadworthiness certificate in another Member State, but expands the scope to light commercial vehicles. The compromise reinforces the communication among Member States concerned and provides more flexibility as to when to perform the then following regular roadworthiness test in the Member State of registration. Some delegations maintain their requests to enlarge or tighten the scope, or to add conditions like an immediate return to the registration country.

c. Odometer readings (Art. 4a)

The compromise suggests following the proposal in setting up national databases on odometer readings. It specifies that the scope should only concern passenger cars and light commercial vehicles. The instances of obligatory odometer reading and inclusion into the database would be more limited than according to the proposal: In addition to the test centres, which already have to register odometer data, workshops authorised by vehicle manufacturers as well as the manufacturers in respect of connected vehicles would come into the reporting system. The inclusion of further instances of odometer readings into the database would be at the discretion of the Member State. A minority of delegations maintain their negative position, pointing to the administrative burden, the choice of legislative act or the choice of legal base.

d. New emission testing methods (Art. 6, Annex I item 8.2)

The compromise intends, on the one hand, to make PTI tests sensitive enough to detect emission failures of modern vehicles, which are much cleaner if they work according to manufacturers' configurations, and consequently to make a meanigful contribution to the EU's policy goals for ambient air quality[2] and to the implementation of new vehicle emission standards[3]. To achieve this, it endorses in principle the Commission's proposal for particle number (PN) measurement and NOx measurement in test centres. On the other hand, in view of the huge remaining obstacles, namely the lack of reliable methods and practical scalability, the compromise reduces the immediate pressure on test centre capacities, and reduces the risk to test result robustness, by providing a staggered evolution, as follows:

[2] Directive (EU) 2024/2881 of the European Parliament and of the Council of 23 October 2024 on ambient air quality and cleaner air for Europe (OJ L, 2024/2881, 20.11.2024).

[3] Latest: Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7) (OJ L, 2024/1257, 8.5.2024).

Emission type and engine	Commission proposal	Presidency compromise
NOx diesel	Euro 6d-TEMP, VI and newer General transposition deadline of 2 years	Obligatory implementing acts to specify EURO classes and preconditioning within 24 months. Operational roll-out within 4 years after adoption of implementing acts
NOx petrol	Euro 5b and VI and newer based on delegated Act; General transposition deadline of 2 years	Optional implementing acts to specify measurement method, limit values and EURO classes. Operational roll-out within 4 years after adoption of implementing acts
PN diesel	Euro 5b and VI and newer; General transposition deadline of 2 years	Euro 5b and Euro VI and newer or for M1 and N1 registered for the first time after 31 December 2012 and M2, M3, N2 and N3 registered for the first time after 1 January 2014 Within transposition deadline of 3 years
PN petrol	PN limit applied at type approval Euro VI, 6c and newer: measurement based on delegated Act General transposition deadline of 2 years	Euro VI, Euro 6c and newer or for M1 and N1 registered for the first time after 31 August 2019 and M2, M3, N2 and N3 registered for the first time after 31 December 2013. Obligatory impl. acts to specify measurement method and limit values within 24 months. Operational roll-out within 4 years after adoption of implementing acts

e. Electronic roadworthiness certificate (Art. 8)

Almost all delegations supported the proposal in moving towards an electronic roadworthiness certificate deposited in the European Digital Identity Wallets, while the person presenting the vehicle may still request a printout. The compromise specifies that the issuance of certificates into the Wallets starts four years after the entry into force of the Directive. The compromise does not require anymore that a paper copy must be certified; it would be sufficient that its authenticity can be verified through a QR code.

f. Data exchange and reporting (Art. 16, 20, 20a)

The proposal's new provisions on data exchange (Art. 16) are supported in the compromise and are expected to provide a significant step forward in Member State interoperability. However, a large number of Member States did not agree that such exchange should build solely on the MOVE-HUB system, developed by the Commission.
For these reasons the Presidency has included a new paragraph in Article 16 which allows Member States to use their own applications or third- party applications, including EUCARIS, to exchange data and to connect to the MOVE-HUB electronic system. The idea that the Commission could realise a central database, which was seen as an option in 2014, is abandoned at the request of the Commission.

The compromise had tested a deletion of the proposal's new reporting obligation (Article 20a), resulting in mixed reactions from Member States. The final draft upholds the new reporting obligation with a reduced scope, thereby creating a reporting similar to the reporting under the Directive on roadside inspection.

g. Electronic safety systems[4], manufacturer data (Art. 5(6) and (7)) and list of other test items in Annex I point 3

The testing of electronic safety systems continues to be a difficult subject because it depends on manufacturer data being available in the test centres so that the vehicle's reactions can be read and interpreted through calibrated equipment. The compromise enters into more detail on the dataflow from the manufacturers and data management, to be based in implementing acts. As regards the 62 items of the electronic safety system to be newly tested according to the Commission proposal, the compromise partly groups them under other existing items to be tested, partly makes their testing voluntary, and partly deletes them. These changes are intended to strike a balance between those views which consider the testing not too onerous, provided that a practical data access and interpretation through calibrated equipment in the test centres is ensured, and others which express concern about the additional complexity of the test procedure and related inspector training needs and which point to the fact that only a limited number of the functionalities are compulsory under type approval rules.

[4] This topic was renamed into 'Advanced Driver Assistance Systems and other safety related systems'.

As regards other elements of the testing procedure, the Presidency compromise reflects numerous requests from technical experts of the Member States. Several requests could not be included, either because they are contested by other Member States, or would require further study. The Commission retains the power to adopt delegated acts to update items listed (Art. 17).

The compromise suggests adding two test items. Firstly, it establishes a voluntary link between vehicle recall campaigns and roadworthiness tests, with the aim to improve the outcomes of recall campaigns which have a strong link to safety and health (item 0.3); secondly, it adds the alarm and fire suppression systems (item 9.13).

RSI Directive

a. Scope (Art.2 of the amended act)

The compromise supports the extension of the scope of the roadside inspection system to light-duty commercial vehicles of category N1. The compromise tries to accommodate strong concerns by some delegations by, on the one hand, allowing their exclusion from the scope in case they are subject to regular roadworthiness testing after two years and then annually, and, on the other hand, amending the fleet coverage target in Article 5.

b. Remote sensing (Art. 4a and 21 of the proposal, Art. 9a and 18(3) of the compromise)

As pointed out (see above, paragraph 12), the introduction of remote sensing as an obligatory element of roadside inspection is, at this stage, supported only by a minority of delegations. The concerns of the majority are based mainly on very high costs and insufficient use cases. However, those Member States having gained experience with either stationary equipment or plume chasing have confirmed that the methods are promising for identifying and preselecting high-emitting vehicles for inspection, thus providing a great improvement in the inspections' efficiency. The compromise establishes the concept of remote sensing as a voluntary measure, subject to review after additional experience is gained in practice. To facilitate cross-border follow-up after a detection of a high-emitter, the Commission may adopt implementing acts to establish threshold values for such a cross-border cooperation.

c. Percentage of vehicles to be covered by initial roadside inspection (Art. 5)

The compromise follows the proposal in establishing fleet inspection targets per Member State, instead of a Union-wide target, and a new inspection target for light-duty commercial vehicles of category N1. The latter target is fixed relative to (10 %) the total number of inspections of heavy-duty commercial vehicles, instead of 2% of the number of registered light-duty commercial vehicles per year proposed by the Commission. While most delegations support precise values as a benchmark for the national inspection strategies, some delegations still expressed concerns related to increased administrative burdens.

d. Inspection of cargo securing (Art. 10(1)(c), 13)

Reinforcing the inspection of cargo securing in the Directive is supported by most delegations, due to the extremely high relevance of cargo securing for road safety. However, the compromise reflects the delegations' majority view that the obligation to inspect can only refer to the initial technical roadside inspection, as there are not enough inspection resources to carry out a detailed cargo securing inspection on every vehicle directed into inspection. Therefore, a detailed inspection will still be based on the inspector's judgement following the mandatory visual assessment of cargo securing.

e. Data exchange and reporting (Art. 18a, 20)

The compromise foresees data exchange aligned with the proposal for the PTI Directive and reporting close to the Commission proposal and current practice.

f. Contents and methods of the detailed inspection (Article 10(3), 11, Annex II)

Like the proposal, the compromise does not touch the principle that a detailed inspection shall cover those items which are considered necessary and relevant (Article 10(3) and Annex II point 3 introductory phrase). Where the possible test items of detailed roadside inspections coincide with those relevant for PTI, the changes proposed by the Presidency are identical to those proposed for the PTI Directive. However, as regards NOx emission measurement from diesel engines, the compromise suggests that measuring during roadside inspection should be established within the three-year transposition time, considering that the problem of vehicle preconditioning is not an issue when the engine comes warm to the test.

In line with the approach to remote sensing, the compromise has added remote sensing, to be confirmed by using the standard test method, as an alternative method (8.1.1, 8.2.2.2 to 8.2.3.3).

Transposition (Article 3 of the amending act)

16. The examination of the proposal revealed that a general transposition time of two years, including practical application, is not feasible. Delegations referred not only to the many new requirements on testing (PTI and RSI), on digitalisation (PTI and RSI) and to the enlargement of vehicle coverage (RSI), but also to the experience with the 2014 reform, when the even longer transposition time was not sufficient for some of the new measures. The compromise suggests a general transposition time of three years.

17. The Commission acknowledged the technical work undertaken by the Presidency, but highlighted that several key reform elements have been either reduced in scope or ambition (odometer reading, new methods of emission testing, periodic tests and roadside inspection of commercial vans, remote sensing) or deleted (annual testing for cars after 10 years, removal of the exemption for testing motor bikes above 125 cm^2). The Commission reserved its position, also in respect of selecting empowerments for delegated and implementing acts.

18. The latest compromise text is presented in the Annex to this note (Articles and recitals) and in addendum 1 (Annexes to the two Directives). Changes compared to the previous document are highlighted in **bold underline** and ~~strikethrough~~. They can be found on pages 16, 17, 21, 28, 37, 38, 54, 55, 58 and 62 of the Annex to this note, and on pages 5, 27, 36, 37, 56, 58, 63, 111, 121, 140, 143 and 148 of addendum 1.

IV. CONCLUSIONS

19. In light of the above, the Permanent Representatives Committee is invited to endorse the compromise presented in the annex and addendum 1 to this note, and to invite the Council (Transport, Telecommunications and Energy) to agree on a general approach at its meeting on 4 December 2025.

ANNEX

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

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee[5],

Having regard to the opinion of the Committee of the Regions[6],

Acting in accordance with the ordinary legislative procedure,

Whereas:

[5] OJ C , , p. .
[6] OJ C , , p. .

(1) Provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the "Roadworthiness Package"[7]. To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.

(2) Directive 2014/45/EU sets out the minimum content and frequency of testing for each vehicle category, except for motorcycles, where Member States have a broader discretion. That Directive also sets out minimum requirements for the independence of testing centres and training of inspectors, testing equipment, and the content of the roadworthiness certificate. The validity of that certificate, as well as any other proof of testing, is to be recognised by Member States for the purposes of free circulation and re-registering a vehicle already registered in another Member State.

[7] Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj), Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134, ELI: http://data.europa.eu/eli/dir/2014/47/oj) and Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 127, 29.4.2014, p. 129, ELI: http://data.europa.eu/eli/dir/2014/46/oj).

(3) Directive 2014/47/EU complements Directive 2014/45/EU by requiring Member States to carry out roadside inspections on heavy commercial vehicles above 3.5 tonnes, including buses, lorries, and their trailers with the aim of inspecting 5% of the Union fleet each year. Those inspections include an initial roadside inspection and, if deemed necessary by the inspector, a more detailed technical roadside inspection. The items tested in the detailed inspections are the same as those tested at periodic roadworthiness tests and may also include the inspection of cargo securing. Where a major or dangerous deficiency is found during a roadside inspection, the Member State where the inspection took place is required to notify the Member State of registration in order to enforce the repair of the vehicle that has been suspended from traffic.

(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, including electric vehicles and hybrid electric 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.

(5) The digital transition is one of the Union's priorities. In the context of updating the current rules on the testing of vehicles, it is also important to largely harmonise, simplify and digitalise administrative procedures and to remove the remaining barriers to free movement. These barriers include the non-recognition of periodic roadworthiness tests conducted in Member States other than the Member State of registration. This can impede the free movement of people within the Union and their right to take up residence in a Member State other than the one where the vehicle is currently registered.

(5a) Testing during the life cycle of a vehicle should be relatively simple, quick and inexpensive, while at the same time effective in achieving the objectives of the Directives.

(6) Some of the current emission testing methods are inadequate for testing vehicles with modern air pollutant emission control technology and low baseline emissions. There is also potential to further reduce pollutant emissions through more appropriate tests and checks. Applying the best available, proportionate and suitable testing methods would help Member States reach stricter air quality standards, namely the limit values for the protection of human health set by Directive (EU) 2024/2881 of the European Parliament and of the Council[8], especially for fine particulate matter and nitrogen oxides (NO_X).

(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 2021-2030[9].

(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 **regimes**~~systems~~. Member States may exclude motorcycles with an engine capacity above 125 cm^3, or with a maximum continuous rated or net power above 11 kW, from obligatory periodic roadworthiness testing if they have put in place effective alternative road safety measures, such as roadside inspections.

[8] Directive (EU) 2024/2881 of the European Parliament and of the Council of 23 October 2024 on ambient air quality and cleaner air for Europe (recast), (OJ L, 2024/2881, 20.11.2024, ELI: http://data.europa.eu/eli/dir/2024/2881/oj).

[9] SWD(2019) 283 final https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf.

(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 roadworthiness tests are available to testing centres have proven to be ineffective. It is therefore necessary to specify, taking into account the communication requirements in Article 61 and Annex X of Regulation (EU) 2018/858, that a minimum set of information should be made available free of charge and without undue delay to the competent authorities or centralised data **bodies**~~centres~~ tasked by the authorities of one or more Member States with managing access to that information, which should then ensure that the testing centres also have the required access.

(10) For M1 and N1 vehicles, the Member State of registration should recognise an EU temporary roadworthiness certificate issued by another Member State for a period of six months, provided that the subsequent periodic roadworthiness test is conducted in the Member State of registration. This means that the vehicle must return to the Member State of registration within the validity period of the EU temporary roadworthiness certificate to undergo the subsequent periodic roadworthiness test. 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. To ensure clarity on the vehicle's status, the Member State undertaking the test shall communicate the test result within a short period of time via MOVE-HUB to the Member State of registration.

(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.

(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. Odometer manipulation can impact road safety, as buyers are misled about the level of wear and tear and thus about the maintenance needs, and the vehicle is likely to have missed the required maintenance. However, the effectiveness of the measure has been limited because the first roadworthiness test for vehicles of category M1 or 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. Building on additional experience in several Member States concerning various vehicle categories, Member States should at least ensure that odometer readings are recorded whenever repairers authorised by vehicle manufacturers carry out maintenance or repair work on a vehicle of category M1 or N1 and that the readings are recorded in a national database or vehicle register. Authorised repairers operate within a manufacturer's distribution system. In order to further increase the number of data points in the odometer history of vehicles, Member States may provide recording access to that same national database or vehicle register to other service providers, in particular independent repair or maintenance workshops, and may also include other providers of reliable odometer reading, such as insurance companies or car rental companies. Member States should make those readings available to the competent authorities and the holder of the registration certificate, and should provide the odometer histories (data and/or assessment) to inspectors.

(12a) In addition, Member States should require manufacturers or their representatives to transmit the odometer readings of connected vehicles every three months. As Member States do not have direct access to those data, they are not responsible for the quality of the data. 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. Member States may decide to charge an administrative fee when providing the odometer history to the holder of the registration certificate. To enhance the availability of statistics on vehicle use without additional reporting burden on national administrations, Member States should make the odometer readings available to the national statistical institutes and to the Commission (Eurostat).

(13) Although electric vehicles, including hybrid electric vehicles, have been in circulation for many years, and their numbers have been steadily increasing, there are no harmonised rules on the roadworthiness testing of the high-voltage systems of such vehicles, resulting in Member States developing different test protocols. To ensure the safe operation of such vehicles throughout their useful life and avoid conflicting testing practices in the Member States, relevant test items should be included in the minimum requirements for the contents of and recommended methods for testing.

(13a) To ensure correct testing of electric and hybrid electric vehicles, including the new advanced electronic systems, it is important that the inspectors are properly trained both during the initial and refresher training. To accomodate the testing of the various new types of vehicles and systems, Member States should have the possibility to authorise inspectors who have specialised in testing only specific types of vehicles or in performing only certain types of tests. Member States that wish to make use of this possibility should ensure that the certificate issued to those inspectors clearly indicates the inspector's limitation in carrying out roadworthiness tests.

(14) Today, modern vehicles incerporate many new advanced electronic systems to become safer and to assist the driver. Those systems may be non obligatory or obligatory for type approval where Regulation (EU) 2019/2144 of the European Parliament and of the Council[10] 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 roadworthiness tests 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.

(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) 2023/688[11] 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 roadworthiness tests and roadside 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.

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10 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).

11 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).

(15a) For the measuring of NOx from compression ignition engine vehicles at periodic roadworthiness testing, the Commission should specify through implementing acts the requirements for the preconditioning of vehicles, ~~verify appropriate limit values,~~ and specify**, based on studies confirming the suitability of methods,** which EURO standards should be included in the scope, before these vehicles can be included in the scope of emission testing. **Measuring of NOx from compression ignition engine vehicles at roadside checks can be performed easier as vehicles are selected and warm for testing. In case that follow-up is foreseen to take place in a test centre performing roadworthiness tests, that follow-up depends on the implementation of the suitable emission testing methods in accordance with the implementing acts.**

(15b) Regarding particle number (PN) measurement for positive ignition engine vehicles, the Commission should specify the methods for measurements and limit values through implementing acts before they can be included in the scope of emission testing. The Commission may specify the method, limit values, and which EURO standards should be included for measuring NOx from positive ignition engines through implementing acts.

(15c) Recall campaigns for vehicles in accordance with Regulation (EU) 2018/858 on the approval and market surveillance of motor vehicles and their trailers, and with Regulation (EU) 2023/988 on general product safety, depend on follow-up by vehicle owners or the holder of the registration certificate to be effective. Roadworthiness tests could facilitate vehicle recall campaigns in case the deficiency which has led to the campaign represents a serious risk to safety or health of persons on board or of other road users or the environment. Therefore, a link between recall campaigns and roadworthiness tests should be established. Through this link Member States should have the possibility to determine whether a particular recall campaign is to be subject to roadworthiness testing, and to classify the deficiency, which has caused the recall campaign, as a major or dangerous deficiency. The classification of the deficiency may affect the outcome of the roadworthiness test and may result in the vehicle being deemed to have failed the test until the deficiency has been rectified and its rectification has been verified at a subsequent roadworthiness test.

(15d) The establishment of the link between recall campaigns and roadworthiness testing depends on a reliable and up-to-date flow of information from manufacturers to the competent authorities and subsequently to the testing centres. That link is without prejudice to the rules ensuring that the vehicle owner or the holder of the registration certificate has been properly informed of the recall campaign and has been given the opportunity to present the vehicle for verification and repair, and does not alter, or transfer to public authorities, the responsibilities of manufacturers and other economic operators in the supply chain to take appropriate corrective measures, including recalling vehicles, where a vehicle, system, component or separate technical unit presents a serious risk to safety or health of persons on board or of other road users or the environment.

(16) […].

(17) […]

(18) In addition to scheduled periodic roadworthiness tests, vehicles should also be subject to a roadworthiness test if the safety or environmental systems and components of the vehicle have been significantly altered or modified. This includes cases where there is a change of vehicle category or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel, or a change to the driving system. This does not prevent or restrict national regulation on approval of modified or altered vehicles registered in the respective Member State.

(19) To facilitate the digital transition and to reduce costs for testing centres, roadworthiness certificates should be issued in a standardised electronic format. A paper printout of the roadworthiness certificate should also be issued to the person who presented the vehicle for testing upon request. Member States should accept both formats when the ownership of the vehicle is changed or when the vehicle is re-registered in another Member State. This also applies to the report of the more detailed roadside inspection.

(20) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[12]. In line with the principle of data protection by default, verification techniques not requiring transmission of personal data on individual certificates should be employed for the verification of roadworthiness certificates.

(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic roadworthiness test due to one or more major or dangerous 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 roadworthiness test 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 and the rectification has been verified at a subsequent roadworthiness test. The suspension should be recorded in the vehicle register of the Member State of registration.

(22) Tampering or manipulating a vehicle's emission control system, high-voltage system, including battery management system, silencer, or safety-related systems can cause major or dangerous deficiencies and should be punishable by effective, proportionate, dissuasive and non-discriminatory penalties. Tampering or manipulation involves among other things the deliberate deactivation, modification, or adjustment of vehicle systems and components, with the aim of changing the function as originally specified by the manufacturer, to bypass regulation or technical requirements.

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12 Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).

(23) The current requirements set out in Directives 2014/45/EU and 2014/47/EU for Member States to cooperate with each other when implementing those Directives do not enable Member States to check a vehicle's legal and technical status in cross-border situations. To ensure greater effectiveness, including in such situations, Member States should assist one another in implementing the Directives more systematically. Therefore, it is necessary to set out rules on the exchange of information and vehicle data to allow Member States to consult each other's vehicle registers and roadworthiness databases, including the content of roadworthiness certificates and technical roadside inspection reports. That exchange should cover as well the certificate of conformity issued under Regulation (EU) 2018/858. Member States may ensure data access according to the rules on data exchange established in that Regulation.

(24) For the exchange of information on vehicles registered in the Union, the MOVE-HUB message exchange platform has been developed by the Commission to interconnect Member States' national electronic registers[13]. The platform currently hosts the interconnection of road transport undertaking registers (ERRU), driving licence registers (RESPER), professional driver training registers (ProDriveNet), tachograph driver card registers (TACHOnet), and the notification of vehicle roadside inspection failures (RSI)[14].

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13 Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 (OJ L 87, 2.4.2016, p. 4. ELI: http://data.europa.eu/eli/reg_impl/2016/480/oj).

14 Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).

(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, EU temporary roadworthiness certificates and odometer history to MOVE-HUB for the purpose of exchanging messages. Member States may continue to use their own applications or third party applications, including the European Vehicle and Driving Licence Information System (EUCARIS), to connect to the MOVE-HUB electronic system. The exchange of information and data through the MOVE-HUB should be operational within two years 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.

(26) Crises brought about by serious events, occurring inside or outside the Union, may significantly disrupt the operation of its roadworthiness system. During times of crisis, Member States should be able to extend the validity of roadworthiness certificates, including EU temporary roadworthiness certificates. Subject to the Commission's authorisation, Members States should be allowed to extend the administrative validity of expiring roadworthiness certificates and EU temporary roadworthiness certificates by six months. Where the crisis persists, it should be possible to further extend the validity.

(27) Light commercial vehicles of category N1 are used more intensively than private cars, often in densely populated areas. Given the increased number of light commercial vehicles in category N1 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 of category N1 should also be subject to roadside inspections.

(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. Experience in some Member States has demonstrated that the detection rates increase significantly compared to mandatory testing methods. Remote sensing equipment can be used systematically to screen large shares of the vehicle fleet in real on-road conditions. Vehicle emissions are dynamic, with emission peaks occurring more frequently in specific conditions, such as during cold starts. A single stationary remote sensing measurement can successfully indicate a high-emitting vehicle which is defect or tampered. Depending on the magnitude of the measured exceedance, multiple stationary remote sensing measurements may be required to confirm a vehicle to be a high emitter. 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.

(28a) Remote sensing cannot substitute a roadside inspection, but can be used to select vehicles for further roadside inspection. The verification of the remote sensing measurements may either take place as a roadside inspection immediately after a remote sensing measurement or in a roadworthiness testing centre. Given that remote sensing identifies high-emitting vehicles irrespective of their Member State of registration, the Member State which identified the vehicle and the Member State of registration should cooperate to ensure adequate follow-up, based on harmonised values for high-emitting vehicles.

(28b) The verification at the roadside or in an inspection centre should follow the test methods set out in items 8.1 and 8.2 of Annex II to Directive 2014/47/EU and of Annex I to Directive 2014/45/EU, respectively. This means, for example, that where a diesel car or light commercial vehicle of category N1 equipped with a Euro 5b engine or newer or a Euro VI heavy commercial vehicle or coach is suspected to emit fine particles above the legal limit at the time of their approval, their emissions should be verified using particle number measurement in accordance with item 8.2.3.1 in the relevant Annex. For diesel vehicles without particle filter, the emissions will be verified using opacity measurement. Verification of NOx emissions of diesel vehicles follows the new method of measurement in accordance with item 8.2.3.3 in the relevant Annex. Member States should determine the method of verification of exhaust emissions for L-category vehicles. Noise emission should be verified using a sound level meter.

(29) […]

(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. In addition, Member States should carry out initial technical roadside inspections of light commercial vehicles of category N1 corresponding to at least 10% of the total number of initial technical roadside inspections of heavy commercial vehicles.

(31) To promote digital transformation and to reduce costs in the transport sector, Member States should require their competent authorities to accept electronic evidence of roadside inspections.

(32) Securing of cargo is crucial for road safety. A visual assessment of cargo securing should be a mandatory part of the initial roadside inspections in all Member States. A more detailed inspection of cargo securing may follow based on the outcome of the initial roadside inspection.

(33) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: (a) the set of technical information and data necessary for roadworthiness testing that must be made available to the competent authorities, (b) interoperability features and security measures applicable to the QR codes introduced on roadworthiness certificates, (c) the necessary features and requirements for the format and content of the information and data to be exchanged, (d) the format in which the data on periodic testing and roadside inspections are to be communicated, (e) the requirements for the preconditioning of vehicles~~, verify appropriate limit values,~~ and specify which EURO standards should be included for the nitrogen oxides (NOx) measurement of compression ignition engines **in roadworthiness test centres**, (f) specify methods and limit values for the particle number (PN) measurement and for the nitrogen oxides (NOx) measurement of positive ignition engines, and (g) set the common limits for exhaust or noise emissions or both that should be used to identify, through remote sensing, high-emitting vehicles when such identification should result in cross-border follow-up. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[15].

(34) […]

[15] Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).

(35) The objectives of this Directive, namely, to improve road safety, facilitate the free movement of persons and reduce pollutant emissions cannot be sufficiently achieved by the Member States acting alone as national rules governing those vehicle checks would lead to diverging requirements. Consequently, such objectives are better achieved at Union level by laying down minimum common requirements and harmonised rules concerning periodic roadworthiness tests and technical roadside inspections of vehicles circulating within the Union. Therefore, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

(36) Member States should, in the implementation of Directive 2014/45/EU, report regularly to the Commission key data on the total number of vehicles inspected per category, the areas checked and the items failed. On roadside inspections, less frequent reporting is required.

(37) To minimise the administrative burden while ensuring the usefulness of the reported information, Member States should report on the implementation of Directives 2014/45/EU and 2014/47/EU every three years.

(38) The roadworthiness system has a direct impact on road safety, noise and emissions and should therefore be reviewed periodically. On the basis of the input from Member States' authorities, the Commission should report to the European Parliament and Council on the effectiveness of the provisions of Directive 2014/45/EU, including those on the scope, frequency of testing and recognition of EU temporary roadworthiness certificates, and Directive 2014/47/EU. A special emphasis should be placed on the experience gained with remote sensing, with a view to its general incorporation into the roadworthiness system, where appropriate.

(39) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].

(40) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[16], Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.

(41) Directive 2014/45/EU and 2014/47/EU should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

[16] OJ C 369, 17.12.2011, p. 14.

Article 1

Amendments to Directive 2014/45/EU

Directive 2014/45/EU is amended as follows:

(1) Article 2 is amended as follows:

(a) in paragraph 1, the sixth indent is replaced by the following:

‘– two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm^3, or with a maximum continuous rated or net power above 11 kW;

– wheeled tractors of categories T5, 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.’;

(b) in paragraph 2, the seventh indent is replaced by the following: ‘

— vehicles in categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm3, or with a maximum continuous rated or net power above 11 kW, where the Member State has put in place effective alternative road safety measures for two- or three-wheel vehicles, taking into account in particular relevant road safety statistics covering the last five years. Member States shall notify such exemptions to the Commission.’;

(2) Article 3 is amended as follows:

(a) point (1) is replaced by the following:

‘(1) ‘vehicle’ means any not rail-borne motor vehicle or its trailer, except trolleybuses, i.e. vehicles connected to an electric conductor;’

(b) the following point (6a) is inserted:

‘(6a) ‘connected vehicle’ means any vehicle manufactured with a wireless connection that is capable of transmitting odometer readings;’;

(c) point (10) is replaced by the following:

‘(10) ‘approval’ means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to in Regulations (EU) No 167/2013, (EU) No 168/2013 and (EU) 2018/858;’;

(d) point (12) is replaced by the following:

‘(12) ‘roadworthiness certificate’ means a roadworthiness test report in digital format, or a printout thereof, which can be verified in accordance with Article 8(2) and is issued by the competent authority or a testing centre;’;

(e) the following point (12a) is inserted:

(12a) ‘EU 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 8;’;

(3) Article 4 is replaced by the following:

‘Article 4

Responsibilities

1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.

2. Without prejudice to paragraph 4, roadworthiness tests shall be carried out by the Member State of registration of the vehicle, by a public body entrusted with that task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.

3. Member States may recognise a roadworthiness certificate issued by a Member State other than the Member State of registration of the vehicle. In such cases, that roadworthiness certificate shall be considered equivalent to the roadworthiness certificate issued by the Member State of registration. Member States which decide to recognise a roadworthiness certificate issued by another Member State shall inform the Commission and the other Member States accordingly.

4. In the case of M_1 and N1 vehicles, roadworthiness tests may, in accordance with Article 8, also be carried out in a Member State other than the Member State of registration of the vehicle. The Member State of registration shall recognise the validity of an EU temporary roadworthiness certificate issued in that other Member State.

5. Vehicle manufacturers shall make available technical information in a format specified by implementing acts referred to in paragraph 6 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 may decide to task centralised data bodies to organise the dataflow from manufacturers and manage access to the technical information. The competent authorities or the assigned centralised data bodies shall make that technical information available to the testing centres.

6. The Commission shall adopt implementing acts to specify the set of technical information to be used 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, ensuring that the information allows to clearly identify the vehicle and the resulting 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, the identification of the integrity and the correct version of the software, and descriptions and illustrations of warning indicators or tell-tales.

Those implementing acts shall take into account the conditions and measures for access to OBD information established in accordance with Annex X, Appendix 4 to Regulation (EU) 2018/858; however, the provision of technical information identified by the Commission in accordance with subparagraph 1 shall be free of charge.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).

7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.';

(4) the following Article 4a is inserted:

'*Article 4a*

Recording of odometer readings

1. Each Member State shall ensure that odometer readings are recorded in a national database or vehicle register in connection with periodic roadworthiness tests of category M_1 and N_1 vehicles and from repairers authorised by vehicle manufacturers when they carry out repair or maintenance work on such a vehicle. Member States shall also require vehicle manufacturers or their representatives 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. These odometer readings shall be recorded in that national database or national vehicle register.

2. Member States may also require that other service providers, such as those who carry out repair or maintenance work on such a vehicle, record odometer readings in the database or national vehicle register referred to in paragraph 1.

3. Member States shall make the odometer history of vehicles registered by them available to inspectors, to the holder of the registration certificate and to competent authorities in the Member States responsible for roadworthiness testing, for vehicle re-registration, vehicle approval and for the register or database referred to in paragraph 1. Member States may decide to only make an assessment of the odometer history available to inspectors.

4. Member States shall take appropriate measures to make potential buyers of second-hand vehicles aware of the access of the holder of the registration certificate to the vehicle's odometer history referred to in paragraph 3.

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

6. In the case of tampering or manipulation of odometers with the aim of reducing or misrepresenting the distance record of a vehicle, such tampering or manipulation shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

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* Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009, p. 164, ELI: http://data.europa.eu/eli/reg/2009/223/oj).';

(5) Article 5 is replaced by the following:

'Article 5

Date and frequency of testing

1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 4:

   (a) vehicles of category M1 and N1: four years after the date on which the vehicle was first registered, and thereafter every two years;

   (b) vehicles of category M_1 used as taxis or ambulances, vehicles of categories M_2, M_3, N_2, N_3, O_3 and O_4: one year after the date on which the vehicle was first registered, and thereafter annually;

   (c) wheeled tractors of categories T5, 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.

   For the purposes of point (a) of the first subparagraph, in the case of the roadworthiness tests referred to in Article 4(4), Member States shall schedule the next roadworthiness test in a way that the period of duration of the temporary roadworthiness certificate is respected.

2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm3 or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.

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.

4. Member States or competent authorities may establish a reasonable period during which the roadworthiness test is to be carried out, not exceeding the intervals laid down in paragraph 1.';

(6) Article 6 is amended as follows:

(a) paragraph 1 is replaced by the following:

'1. For vehicle categories falling within the scope of this Directive, with the exception of categories L3e, L4e, L5e and L7e, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.';

(b) paragraph 2 is replaced by the following:

'2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items referred to in point 3 of Annex I, using the recommended or an equivalent method approved by a competent authority applicable to the testing of those items, as set out in point 3 of Annex I. The test may also include a verification as to whether the respective parts and components of the vehicle correspond to the required safety and environmental characteristics that were in force at the time of approval or, if applicable, at the time of retrofitting.

The tests shall be carried out using techniques and equipment currently available without the use of tools to dismantle or remove any part of the vehicle.

By [PLEASE INSERT: ~~18~~ **24** months after the entry into force of this amending Directive] the Commission shall adopt implementing acts specifying

a) the methods for the preconditioning of the vehicle ~~and verifying limit values~~ for the measurement of nitrogen oxides (NOx) emissions from compression ignition engines ~~provided for in item 8.2 of point 3 of Annex I,~~ and identifying the EURO emission classes related to ~~that method~~**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 of point 3 of Annex I. The test procedures shall be operational in the testing centres within ~~three~~ **four** years after the adoption of the implementing acts.

~~By [PLEASE INSERT: 24 months after the entry into force of this amending Directive] the Commission shall adopt implementing acts specifying the methods and limit values for measuring particle number (PN) emissions from positive ignition engines provided for in item 8.2 of point 3 of Annex I. The test procedures shall be operational in the testing centres within four years after the adoption of the implementing acts.~~

The Commission **may**~~shall be empowered to~~ adopt implementing acts to specify the methods and limit values, and to identify the EURO emission classes related to that method, for measuring NOx from positive ignition engines ~~provided for~~**referred to** in item 8.2 of point 3 of Annex I. The test procedures shall be operational in test centres within four years after the adoption of the implementing acts.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).';

(c) paragraph 3 is replaced by the following:

'3. For vehicle categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm^3 or with a maximum continuous rated or net power above 11 kW, Member States shall determine the areas, items and appropriate methods of testing.';

(d) The following paragraph is added:

'4. For the purpose of issuing an EU temporary roadworthiness certificate according to Article 4(4), where the vehicle is manufactured for driving on the other side of the road, it shall not be subject to tests of items in Annex I, that the vehicle is not manufactured to comply with in the Member State undertaking the test.';

(7) Article 8 is replaced by the following:

'Article 8

Roadworthiness certificate and EU temporary roadworthiness certificate

1. 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.

With effect from [entry into force + 4 years + 1 day], Member States shall ensure roadworthiness certificates and EU temporary 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 roadworthiness certificates and EU temporary roadworthiness certificates contain the information necessary for authentication and validation of those certificates.

Member States shall inform the Commission of trusted issuers of roadworthiness certificates and of 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.

1a. An EU temporary roadworthiness certificate shall be valid for six months. The competent authority shall communicate without undue delay, and at the latest within five calendar days, the result of the test to the Member State of registration.

Unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with Article 4 paragraph 3, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle; the EU temporary roadworthiness certificate shall contain information to that effect.

2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a printout of the roadworthiness certificate or EU temporary 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 one year after the adoption of the implementing acts referred to in paragraph 8, 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.

3. Notwithstanding Article 5, in the case of re-registration of a vehicle already registered in another Member State, each Member State shall recognise the roadworthiness certificate issued by that other Member State, whether in electronic or paper format, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering Member State.

3a. Member States shall communicate any new specimen of the roadworthiness certificate or EU temporary roadworthiness certificate, and the description of the set of data issued to roadworthiness certificates as electronic attestations of attributes to the Commission and to the other Member States without undue delay. The Commission shall publish those specimens and descriptions of the sets of data.

4. In addition to the provisions of paragraph 3, Member States shall recognise the validity of a roadworthiness certificate, whether in digital or paper format, where there is a change in ownership of a vehicle having a valid proof of periodic roadworthiness test.

5. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness certificates or EU temporary roadworthiness certificates which they issue. Such communication shall take place without undue delay after each roadworthiness certificate or EU temporary 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.

6. Member States may decide that the information included in the previous roadworthiness certificate or EU temporary roadworthiness certificate is made available to the inspectors.

7. Member States shall ensure that the results of the roadworthiness test are notified, or made available electronically, as soon as possible to the authority responsible for registration of the vehicle. That notification shall contain the information included in the roadworthiness certificate.

8. By [date of entry into force + 2 years], the Commission shall adopt implementing acts to lay down the technical specifications and rules regarding the following:

(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;

(b) ensuring the protection and security of personal data;

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

(d) issuing and verifying a valid, secure and interoperable QR code;

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

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).

** Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj)';

(8) Article 9 is replaced by the following:

‘*Article 9*

Follow-up of deficiencies

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.

2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, which shall take place not later than two months after the initial test. The result of the test and the time limit until the subsequent test shall be notified to the Member State of registration and recorded in the vehicle register in accordance with Article 3a(1) of Council 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.

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 by the competent authority in the Member State of registration without delay testifying that the vehicle is in a roadworthy condition.

4. Tampering or manipulation of the vehicle's emission control system, high-voltage system, including battery management system, silencer, or safety-related systems, that cause major or dangerous deficiencies, shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.

*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj)';

(8a) In Article 10, the first subparagraph of paragraph 1 is replaced by the following:

'1. The testing centre or, if relevant, the competent authority of the Member State that has carried out a roadworthiness test on a vehicle registered in its territory or a roadworthiness test in accordance with Article 4(4) shall provide a proof, such as an indication on the vehicle registration document, a sticker, a certificate, verification by electronic means, or any other easily accessible information, for each vehicle which has passed such a test. The proof shall indicate the date by which the next roadworthiness test is to take place.';

(9) Article 16 is replaced by the following:

‘*Article 16*

Exchange of data between Member States’ authorities

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadworthiness testing, the vehicle’s legal and technical status, where necessary in the Member State in which it is registered.

   a. Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity if available, the result in the last roadworthiness certificate or, in the case referred to in Article 4(4), the EU temporary roadworthiness certificate issued during the last three years, technical roadside inspection reports of at least the last three years, and the odometer history of the vehicle stored in national databases and covering at least the last three years, to the competent authorities of and testing centres authorised by other Member States.

   b. Member States shall interconnect their electronic systems on data contained in roadworthiness certificates, EU temporary roadworthiness certificates and on odometer history through the MOVE-HUB electronic system developed by the Commission in such a way that the competent authorities and authorised testing centres of any Member State are able to consult the relevant database or the national vehicle register of any other Member State in real time.

   c. The obligation laid down in subparagraph (b) shall be considered fulfilled where Member States use their own applications or third-party applications, including European Car and Driving Licence Information System (EUCARIS), to exchange data and to connect to the MOVE-HUB electronic system.

2. By [PLEASE INSERT DATE: 2 years after the entry into force of this directive], the Commission shall adopt implementing acts laying down the necessary arrangements for the implementation of the functionalities of the MOVE-HUB electronic system and specifying the minimum requirements for the format and content of the information and data to be exchanged by Member States regarding vehicles subject to roadworthiness testing. Those implementing acts shall ensure the protection of personal data and shall be adopted in accordance with the examination procedure referred to in Article 19(2).

3. The electronic systems interconnections provided for in paragraph 1 shall be operational within two years after the adoption of the implementing acts referred to in paragraph 2.';

(10) Article 17 is amended as follows:

(a) the first indent is replaced by the following:

'– update only the vehicle category designations referred to in Article 2(1), Article 5(1) and (2), and Article 6(1) and (2) as appropriate in the event of changes to the vehicle categories resulting from amendments to the type-approval legislation referred to in Article 2(1), without affecting the scope and frequency of testing;';

(b) the third indent is replaced by the following:

'– adapt point 3 of Annex I, following a positive assessment of the costs and benefits involved, in respect of the list of test items, methods, reasons for failure and assessment of deficiencies.

(11) Article 20 is replaced by the following:

‘*Article 20*

Reporting

By 31 March 2032, 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 EU 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.’;

(12) the following Article 20a is inserted:

Article 20a

Communication of information to the Commission

1. By 31 March 2030, and by 31 March of each third year thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council**** (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following (per calendar year):

   (a) the total number of vehicles inspected;

   (b) the number of vehicles inspected per category;

   (c) the areas checked, and the items failed, in accordance with point 3 of Annex I to this Directive.

2. The Commission shall adopt implementing acts laying down the format to be used by Member States for communication of the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).

3. The Commission shall report to the European Parliament and to the Council regarding the data collected pursuant to paragraph 1.

**** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).';

(13) Article 22 is replaced by the following:

'*Article 22*

Extension of validity of roadworthiness certificates in case of crisis

1. For the purposes of this Article, the following definitions shall apply:

(a) 'crisis situation' means an exceptional, unexpected and sudden, natural or human - made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport and that also prevents or significantly impairs the possibility for the owners or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;

(b) 'crisis period' means the period during which a Member State is authorised by the Commission, in accordance with the procedure referred to in paragraph 2, to adopt the measures referred to in this Article.

2. In the event of a crisis situation covering all or part of the territory of a Member State, that Member State may refer the matter to the Commission, by means of a duly motivated request, with a view to the adoption of a decision authorising that Member State to adopt the measures referred to in this Article for all or part of its territory. Such measures may be applied for a maximum period of six months. The Commission may authorise the measures to be extended, at the request of the Member State, for additional periods of six months, as long as the crisis situation persists.

3. The Commission may decide that the crisis period started before the matter was referred by the Member State in question pursuant to paragraph 2.

4. If the Commission receives duly motivated requests by two or more Member States relating to a single crisis situation covering all or part of their territories, it may adopt a single decision applying to all of those Member States.

5. Notwithstanding Article 5(1), Article 10(1) and point 8 of Annex II, the competent authorities of the Members States may extend the period of validity of roadworthiness certificates of all or certain categories of vehicles that have expired or would otherwise expire during the crisis period, for a maximum period of six months. That period may be renewed for successive additional periods of six months, as long as the crisis persists and the Commission authorises it.

6. The measures adopted by the Member States on the basis of this Article shall be immediately notified to the Commission, which shall inform the other Member States and publish a notice in the Official Journal of the European Union.';

(14) Annex I, Annex III and Annex IV are amended in accordance with Annex I to this Directive.

Article 2

Amendments to Directive 2014/47/EU

Directive 2014/47/EU is amended as follows:

(1) Article 1 is replaced by the following:

'Article 1

Subject matter

This Directive lays down minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles, and for the progressive use of remote sensing of vehicles, circulating within the territory of the Member States.';

(2) Article 2 is amended as follows:

(a) in paragraph 1 the following point (aa) is inserted:

'(aa) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3.5 tonnes – vehicle category N1;';

(b) the following paragraph 1a is inserted:

'1a. Member States, which carry out annual periodic roadworthiness tests in accordance with Directive 2014/45/EU, on vehicles registered in their territory of category N1 starting two years after the vehicle was first registered, may exclude that vehicle category from the scope of application of this Directive.';

(c) paragraph 2 is replaced by the following:

'2. This Directive shall not affect the right of Member States to carry out technical roadside inspections on vehicles not referred to in paragraph 1, and to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive shall prevent a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.';

(3) Article 3 is amended as follows:

(a) point (13) is replaced by the following:

‘(13) ‘roadworthiness certificate’ means a roadworthiness test report as defined in Article 3, point (12), of Directive 2014/45/EU;’;

(b) point 18 is deleted;

(c) the following points (21) and (22) are added:

‘(21) ‘remote sensing’ means the screening of vehicles by measuring on-road exhaust emissions, including nitrogen oxides and particulate matter, or noise levels of vehicles passing in the proximity of fixed or mobile roadside equipment, or by plume chasing in the case of screening vehicles for air pollutant emissions;

(22) ‘plume chasing’ means the measuring of on-road air pollutant emissions of vehicles followed by a chasing vehicle equipped with an appropriate sampling device and measuring instrument.’;

(6) in Article 5, paragraphs 1 and 2 are replaced by the following:

‘1. For vehicles referred to in Article 2(1), points (a), (b), (c) and (d), Member States shall carry out a total number of initial technical roadside inspections, per calendar year, corresponding to at least 5 % of the total number of those vehicles that are registered in their territory.

2. For vehicles referred to in 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 10 % of the total number of initial technical roadside inspections of the vehicles referred to in paragraph 1.

(7) in Article 6, paragraph 1 is replaced by the following:

‘For the attribution of a risk profile to an undertaking, Member States may use the criteria set out in Annex I. That information shall be used to perform checks on undertakings with a high risk rating score more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.

For vehicles referred to in Article 2(1), points (a) to (c), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III to this Directive found on vehicles operated by individual undertakings is introduced into the risk rating system established pursuant to Article 9 of Directive 2006/22/EC.’;

(8) in Article 7, paragraph 1 is replaced by the following:

‘1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test and the report of the most recent detailed technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and roadside inspections.’;

(9) Article 9 is replaced by the following:

'Article 9

Selection of vehicles for initial technical roadside inspection

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.'

(9a) The following Article is inserted:

'Article 9a

Remote sensing

1. Member States may use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions and may on the basis of remote sensing select vehicles for an initial technical roadside inspection. Member States may also use remote sensing to identify potentially high-emitting vehicles, the emissions of which may be verified in a testing centre as defined in Directive 2014/45/EU. Member States that use remote sensing technology shall notify the Commission.

2. The Commission may, based on information provided by Member States using remote sensing in accordance with Article 20(3), adopt implementing acts laying down a set of common remote sensing limits for exhaust or noise emissions, or for both, and associated accuracy requirements such as repeated measurement, to be used to identify high-emitting vehicles which need follow-up in another Member State in accordance with 18(3); different requirements may be set for fixed or mobile remote sensing equipment, or plume chasing, and limits may be set for identifying vehicles with defective emission control systems and vehicles with tampered emission control systems.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).';

(10) Article 10 is amended as follows:

(a) in paragraph 1, the second subparagraph is amended as follows:

(aa) point (a) is replaced by the following:

'(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);';

(bb) point (b) is replaced by the following:

'(b) shall carry out a visual assessment of the technical condition of the vehicle. This visual assessment may be supplemented by the use of specific equipment;';

(~~bb~~**cc**) point (c) is replaced by the following:

'(c) shall carry out a visual assessment of the securing of the vehicle's cargo;';

(b) paragraph 2 is replaced by the following:

'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 inspection of cargo securing in accordance with Article 13.';

(c) paragraph 3 is replaced by the following:

'3. A more detailed technical roadside inspection shall cover those items listed in Annex II that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.

By [PLEASE INSERT: 24 months after the entry into force of this amending Directive] the Commission shall adopt implementing acts specifying the methods and limit values for measuring the particle number (PN) emissions from positive ignition engines ~~provided for~~**referred to** in item 8.2 of point 3 of Annex II. The test procedures shall be

operational in the inspection facilities within four years after the adoption of the implementing acts.

he Commission ~~shall be empowered to~~**may** adopt implementing acts to specify the methods and limit values, and to identify the EURO emission classes related to that method, for measuring NOx from positive ignition engines ~~provided for~~**referred to** in item 8.2 of point 3 of Annex II. The test procedures shall be operational in the inspection facilities within four years after the adoption of the implementing acts.';

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).';

(11) Article 13 is replaced by the following:

'Article 13

Inspection of cargo securing

1. During roadside inspections, vehicles may be subject to a more detailed 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:

   (a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;

   (b) loads cannot leave the cargo space or move outside the loading surface.

2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by Directive 2008/68/EC of the European Parliament and of the Council******, cargo securing and inspection of the securing of cargo shall be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive. The latest version of the standards laid down in point 5 of that Section may be used.

3. The follow-up procedures referred to in Article 14 shall also apply in the case of major or dangerous deficiencies related to cargo securing.

4. Member States shall ensure that personnel involved in cargo securing checks are appropriately trained for that purpose.

****** Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).';

(12) in Article 14, the following paragraph 4 is added:

'4. Tampering or manipulation of the vehicle's emission control system, high-voltage system, including battery management system, silencer or safety-related systems, that cause major or dangerous deficiencies, shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.';

(13) in Article 16, paragraph 2 is replaced by the following:

'2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with an electronic copy of the inspection report.';

(14) Article 18 is amended as follows:

(a) paragraph 1 is replaced by the following:

‘1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated to the contact point of the Member State of registration through the messaging system (RSI system) referred to in Article 3 of Commission Implementing Regulation (EU) 2017/2205*******.

The Commission shall adopt implementing acts laying down detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration pursuant to the first subparagraph of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).

******* Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection, (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).’;

(b) the following paragraph is added:

‘3. In cases where a Member State using remote sensing in accordance with Article 9a has identified a vehicle registered in another Member State as a high-emitting vehicle applying the thresholds and accuracy levels established in the implementing act referred to in Article 9a(2), the Member State shall notify the competent authority of the Member State of registration, via the contact point referred to in Article 17, of the remote sensing measurement results and, if relevant, of the subsequent technical roadside inspection. Where no subsequent roadside inspection took place, the Member State which measured the emissions may request the competent authority of the Member State of registration to take ~~appropriate~~ follow-up action **as deemed appropriate by the Member State of registration**, such as submitting the vehicle to a roadside inspection or a roadworthiness test involving the measurement of the relevant emissions.’;

(15) the following Article 18a is inserted:

‘*Article 18a*

Exchange of data between Member States’ authorities

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadside inspection of a vehicle, its legal and technical status, where necessary, in the Member State in which it is registered.

(a) Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity if available, the test result in the last roadworthiness certificate, any EU temporary roadworthiness certificate issued during the last three years, technical roadside inspection reports of at least the last three years, and the odometer history of the vehicle, stored in national databases, to the competent authorities of, and testing centres authorised by, other Member States.

(b) Member States shall interconnect their electronic systems on data contained in roadworthiness certificates and on odometer history through the MOVE-HUB electronic system developed by the Commission, in such a way that the competent authorities of any Member State are able to consult the relevant database or national vehicle register of any other Member State in real time.

(c) The obligation laid down in subparagraph (b) shall be considered fulfilled where Member States use their own applications or third-party applications, including European Car and Driving Licence Information System (EUCARIS), to exchange data and to connect to the MOVE-HUB electronic system.

2. By [PLEASE INSERT DATE: 2 years after the entry into force of this directive], the Commission shall adopt implementing acts laying down the necessary arrangements for the implementation of the functionalities of the MOVE-HUB electronic system and specifying the minimum requirements for the format and content of the information and data to be exchanged by Member States regarding the vehicles subject to roadside inspections. Those implementing acts shall ensure the protection of personal data and shall be adopted in accordance with the examination procedure referred to in Article 23(2).

3. The electronic systems interconnections provided for in paragraph 1 shall be operational within two years after the adoption of the implementing acts referred to in paragraph 2.';

(16) Article 20 is replaced by the following:

‘*Article 20*

Communication of information to the Commission

1. By 31 March 2030, and by 31 March of each third year thereafter, Member States shall communicate to the Commission, through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council********, (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following information, per calendar year:

(a) the total number of vehicles inspected;

(b) the number of vehicles inspected per category;

(c) the country of registration of each vehicle inspected;

(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Annex IV of this Directive.

The Commission shall report the data collected to the European Parliament and to the Council.

2. The Commission shall adopt implementing acts laying down detailed rules concerning the format for communicating the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2). Until the entry into force of such rules, Member States shall use the standard reporting form set out in Annex V.

3. Member States having notified to the Commission the use of remote sensing in accordance with Article 9a(1), shall communicate to the Commission within one year of such notification the levels of exhaust or noise emissions, where relevant, per vehicle category, as well as accuracy requirements such as repeated measurement, which they have established to identify high-emitting vehicles, together with summaries of related measuring results. Member States shall communicate to the Commission any changes to those levels and requirements.';

******** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).';

(17) In Article 21, the second and third indents are replaced by the following:

'– update point 3 of Annex II in respect of methods in the event that more efficient and effective test methods become available, without extending the list of items to be tested;

– adapt point 3 of Annex II, following a positive assessment of the costs and benefits involved, in respect of the list of test items, methods, reasons for failure and assessment of deficiencies in the event of a modification of mandatory requirements relevant for type-approval in Union safety or environmental legislation;';

(18) Article 24 is replaced by the following:

‘*Article 24*

Reporting

By 31 March 2032, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive. The report shall analyse, in particular, its effect in terms of improvement of road safety and reduction in emissions.

(18a) the following Article 24a is inserted:

‘Article 24a

Review

After receiving reports regarding remote sensing in accordance with Article 20(3) from at least five Member States, the Commission shall assess the effectiveness of remote sensing in accordance with Article 9a ~~and, where appropriate, make a proposal to amend it~~.’;

(19) Annexes II, III, IV, and V are amended in accordance with Annex II to this Directive.

Article 3

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [PLEASE INSERT DATE: 3 years following the entry into force of this Directive]. They shall immediately communicate the text of those measures to the Commission.

   When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main measures of national law which they adopt in the field covered by this Directive.

Article 4

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 5

This Directive is addressed to the Member States.

Done at Brussels,