

## IRU suggestions for improvements of the new EU Roadworthiness Package

COM(2025) 180 final

### THE PREAMBLE

#### AMENDMENT 1

Recital 17	
COM 2025 proposal	IRU suggestion for amendment
<p>(17) Furthermore, since light commercial vehicles are used more intensively than private cars, often in densely populated areas, they should be inspected for emissions annually after one year from the date of first registration.</p>	<p><del>(17) Furthermore, since light commercial vehicles are used more intensively than private cars, often in densely populated areas, they should be inspected for emissions annually after one year from the date of first registration.</del></p>
Justification	
<p><i>To ensure alignment between the intervals of periodic roadworthiness tests for N1 and avoid multiple testing requirements, the emission tests for N1 vehicles (vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes) should only be done after four years from first registration, in line with the incentive created by the Directive for vans by making the first periodic roadworthiness test mandatory only four years after first registration. This incentive is nullified by making emission tests mandatory from the first year of registration.</i></p>	

#### AMENDMENT 2

Recital 19	
COM 2025 proposal	IRU suggestion for amendment
<p>(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 reregistered in another Member State. For similar reasons, the report of the more detailed roadside inspection should be issued in electronic format.</p>	<p>(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 reregistered in another Member State. For similar reasons, the report of the more detailed roadside inspection should be issued in electronic format. <b>Member States' enforcement authorities and PTI centres should have access to registration certificates, with reliable backup systems to guarantee continuity in case of digital access issues.</b></p>
Justification	
<p><i>To guarantee that backup systems are guaranteed to ensure continuity in case of digital access issues, especially during technical roadside inspections.</i></p>	

### AMENDMENT 3

Recital 21	
COM 2025 proposal	IRU suggestion for amendment
<p>(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic technical inspection due to one or more major deficiencies in a Member State other than the Member State of registration, the result of the test and the deadline for the subsequent test should be notified to the Member State of registration and recorded in the vehicle register. The deadline for the subsequent test should be no more than two months and should take place in either Member State. In addition, when a vehicle has failed the periodic technical inspection due to one or more dangerous deficiencies, to avoid immediate risks to road safety or the environment, the Member State or competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's authorisation for use in road traffic, until the deficiencies are rectified. The suspension should be recorded in the vehicle register of the Member State of registration.</p>	<p>(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic technical inspection due to one or more major deficiencies in a Member State other than the Member State of registration, the result of the test and the deadline for the subsequent test should be notified to the Member State of registration and recorded in the vehicle register. The deadline for the subsequent test should be no more than two months and should take place in either Member State. In addition, when a vehicle has failed the periodic technical inspection due to one or more dangerous deficiencies, to avoid immediate risks to road safety or the environment, the Member State or competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's authorisation for use in road traffic, until the deficiencies are rectified, <b>either in the Member State that requested the suspension or in the Member State of registration. The new roadworthiness certificate should be issue within [insert timeframe].</b> The suspension should be recorded in the vehicle register of the Member State of registration.</p>
Justification	
<p><i>To retain the current flexibility on rectification and testing either in the Member State that requested the suspension or in the Member State of registration and introducing a clear deadline for issuing new roadworthiness certificates once deficiencies are resolved.</i></p>	

### AMENDMENT 4

Recital 21	
COM 2025 proposal	IRU suggestion for amendment
<p>(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 temporary roadworthiness certificates. Subject to the Commission's authorisation, Members States should be allowed to extend the administrative validity of expiring roadworthiness certificates and temporary roadworthiness certificates by six months. Where the crisis persists, it should be possible to further extend the validity.</p>	<p>(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 temporary roadworthiness certificates. Subject to the Commission's authorisation, Members States should be allowed to extend the administrative validity of expiring roadworthiness certificates and temporary roadworthiness certificates by six months. Where the crisis persists, it should be possible to further extend the validity. <b>The Commission shall adopt implementing acts to specify the minimum periodic roadworthiness testing requirements that must be maintained during a crisis to ensure a consistent level of road safety, and clear EU-</b></p>

	<b>level criteria for extending roadworthiness certificate validity during crises and harmonise contingency protocols to safeguard continuity of transport operations across Member States.</b>
<b>Justification</b>	
<i>To ensure that common minimum periodic testing requirements and EU-level criteria for extending the validity of roadworthiness certificates while preserving road safety are harmonised across the EU Member States.</i>	

## AMENDMENT 5

<b>Recital 21</b>	
<b>COM 2025 proposal</b>	<b>IRU suggestion for amendment</b>
<p>(28) For roadside inspections, the screening of the exhaust emissions of large numbers of vehicles by using remote sensing equipment is an effective measure for identifying high-emitting vehicles. It increases detection rates significantly compared to mandatory test methods. Member States should therefore use remote sensing equipment systematically to screen large shares of the vehicle fleet in real on-road conditions. One single remote sensing measurement indicating high emissions above the legal limits could be related to various factors, such as temporary acceleration or a cold engine. However, multiple measurements systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering. Since such defects and modifications generate excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned.</p>	<p>(28) For roadside inspections, the screening of the exhaust emissions of large numbers of vehicles by using remote sensing equipment <b>is a potential measure that may contribute to the identification is an effective measure for identifying</b> high-emitting vehicles. <b>While it has the potential of increasing the <del>It increases</del></b> detection rates significantly compared to mandatory test methods, <b>the technological readiness of this method is still developing, especially for noise measurement.</b> Member States <b>should—may</b> therefore use remote sensing equipment systematically to screen large shares of the vehicle fleet in real on-road conditions. <b>A phased and tested deployment of remote sensing technologies, with clear technical standards and training requirements, coupled with a realistic target for fleet coverage, aligned with Member States’ enforcement capacities should be followed.</b> One single remote sensing measurement indicating high emissions above the legal limits could be related to various factors, such as temporary acceleration or a cold engine. However, multiple measurements systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering. Since such defects and modifications generate excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned.</p>
<b>Justification</b>	
<i>To ensure a phased and tested deployment of remote sensing technologies, with clear technical standards and training requirements for inspectors and competent authorities, coupled with a realistic target for fleet coverage, aligned with Member States’ enforcement capacities, and technological readiness of remote sensing, especially for noise measurement.</i>	

**AMENDMENT 6**

<b>Recital 21</b>	
<b>COM 2025 proposal</b>	<b>IRU suggestion for amendment</b>
<p>(29) As a result, such screening by remote sensing should form part of each Member State’s roadside inspection system. For the screening to be effective, each Member State should screen the equivalent of at least 30% of its registered fleet of motor vehicles, including cars and motorcycles. On the basis of that remote sensing data, Member States should check the exhaust emissions and the noise level of any vehicle that is suspected to emit more than double the average level of similar vehicles, or more than 3 dB above the average level. That check could be carried out in a roadside inspection immediately after a remote sensing measurement or in a roadworthiness testing centre in the Member State of registration. For vehicles registered in another Member State, the competent authority where the remote sensing measurement took place should notify the measurement result and the result of any subsequent roadside inspection to the competent authority of Member State of registration.</p>	<p>(29) As a result, such screening by remote sensing <b>should may, based on their readiness,</b> form part of each Member State’s roadside inspection system. For the screening to be effective, each Member State should screen the equivalent of at least 30% of its registered fleet of motor vehicles, including cars and motorcycles. On the basis of that remote sensing data, Member States should check the exhaust emissions and the noise level of any vehicle that is suspected to emit more than double the average level of similar vehicles, or more than 3 dB above the average level. That check could be carried out in a roadside inspection immediately after a remote sensing measurement or in a roadworthiness testing centre in the Member State of registration. For vehicles registered in another Member State, the competent authority where the remote sensing measurement took place should notify the measurement result and the result of any subsequent roadside inspection to the competent authority of Member State of registration. <b>Member States should inform the owner of a motor vehicle of the outcome of remote sensing screenings, including access to a warning mechanism that allows for a timely rectification. The Commission should adopt implementing acts (a) to define clear and harmonised criteria for follow-up inspections based on remote sensing, especially in those cases where the measurement is carried out by the competent authorities of a Member State other than the one of registration, and (b) to specify mechanisms for data collection, storage, exchange of remote sensing data, defined responsibilities and timeframes for data retention in the context of a remote sensing screening.</b></p>
<b>Justification</b>	
<p><i>To ensure clear and harmonised criteria for follow-up inspections based on remote sensing, including limiting follow-up inspections after remote sensing in the context of an RSI to exceptional cases, based on severity and confirmed exceedances. To ensure that the Member States’ competent authorities inform the owner of a motor vehicle of the outcome of remote sensing screenings, including provide for access to a warning mechanism that allows for a timely rectification, and to establish non-discriminatory criteria in case a follow-up inspection after a remote sensing screening is requested by the competent authorities of a Member State other than the one of registration. Given that remote sensing involves the collection, storage, exchange of data, clear rules on collection, storage, exchange of remote sensing data, defined responsibilities and timeframes for data retention should be further specified.</i></p>	

## AMENDMENT 7

Recital 21	
COM 2025 proposal	IRU suggestion for amendment
(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share. To ensure that roadside inspections of commercial vehicles contribute to improved road safety and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory.	(30) Directive 2014/47/EU specifies a minimum share of heavy commercial vehicles to be tested at the roadside each year in the Union but sets no target at Member State level, with the result that it is difficult to ensure the enforcement of that minimum share. To ensure that roadside inspections of commercial vehicles contribute to improved road safety and reduced air pollution across the Union, each Member State should carry out a total number of initial technical roadside inspections every year, corresponding to at least 5% of the total number of heavy commercial vehicles registered in their territory. <b>Follow-up testing should be limited to intelligence-led and risk-rating based inspections, with clear rules on infringement interpretation, sanctions, and liability.</b>
Justification	
<i>To ensure that the targets set in proposal are based on quantity rather than on risk or intelligence, and that the targets for roadside inspections, are aligned with Member States' enforcement capacities.</i>	

## AMENDMENT 8

Recital 21	
COM 2025 proposal	IRU suggestion for amendment
(32) Given that inadequate or dangerous cargo securing can pose a serious threat to road safety and to the environment, inspections of cargo securing should be a mandatory part of roadside inspections in all Member States.	(32) <b>Given that While</b> inadequate or dangerous cargo securing can pose a serious threat to road safety and to the environment, inspections of cargo securing should <b>be a mandatory part of remain an optional part of a</b> roadside inspections in all Member States.
Justification	
<i>To ensure non-discrimination and different standards in the checks of cargo security in the absence of an EU-wide harmonised and standardised approach on the matter.</i>	

## AMENDMENT 9

Recital 21	
COM 2025 proposal	IRU suggestion for amendment
(34) In order to achieve the objectives of this Directive, in particular to adapt the annexes to Directives 2014/45/EU and 2014/17/EU to any technical,	(34) In order to achieve the objectives of this Directive, in particular to adapt the annexes to Directives 2014/45/EU and 2014/17/EU to any technical,

<p>operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to (a) specify the methods for the PN measurement of positive ignition engines and for the NOX measurement of compression and positive ignition engines; and (b) set the common limits for exhaust or noise emissions or both that should be used to identify high-emitting vehicles. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in line with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>	<p>operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission to (a) specify the methods for the PN measurement of positive ignition engines and for the NOX measurement of compression and positive ignition engines; <b>and</b> (b) set the common limits for exhaust or noise emissions or both that should be used to identify high-emitting vehicles; <b>(c) clarify the methodology to assess battery performance during periodic technical inspections, including listing indicators to identify when low traction batteries' performance negatively impacts the roadworthiness of a vehicle from a road safety perspective; (d) indicate criteria and testing regime for hydrogen vehicles; (e) clarify the impact of fuel quality in emissions testing.</b> It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in line with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts should systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p>
<b>Justification</b>	
<p><i>To ensure that there are clear indicators in place to assess the impact of battery performance on road safety, to provide for specific testing regimes for hydrogen vehicles, and to clarify the impact of fuel quality in emissions testing.</i></p>	

## AMENDMENT 10

<b>NEW RECITAL</b>
<p><b>To ensure the safety of road transport operations while preserving their efficiency, Member States should be taken measures to minimise the operational downtime of vehicles undergoing technical roadside inspections (RSI). Particularly for passenger transport services, practical solutions such as terminal-based checks and the use of common control documents may contribute to streamline procedures and reduce unnecessary delays. Furthermore, investment in safe and well-equipped RSI areas along the TEN-T network is essential to guarantee proper working conditions for inspectors and operators. It is equally important to minimise operational downtime for vehicles undergoing periodic technical inspections (PTIs).</b></p>
<b>Justification</b>
<p>To address some key issues, such as minimising RSI duration, especially for passenger transport, through practical solutions like terminal-based checks and common control documents, investing in safe, well-equipped RSI areas along the TEN-T network is essential, and to minimise operational downtime for vehicles undergoing PTIs to avoid inspection-related delays.</p>

#### AMENDMENT 11 - Impact of fuel quality on emissions systems

<b>NEW RECITAL</b>
<b>(X) Whereas the quality of the fuel used in internal-combustion vehicles has a decisive impact on the functioning, durability and lifetime performance of emission-control systems, including particulate filters, catalytic converters and NO<sub>x</sub>-after-treatment; whereas the use of adulterated, contaminated or off-specification fuel may cause excess emissions, premature degradation of emission-control components and engine damage, thereby undermining compliance with Union emission-limit legislation and compromising public health;</b>
<b>Justification</b>
To clarify the consequences of fuel quality on emissions systems.

#### AMENDMENT 12 - Need to verify fuel quality in roadworthiness tests

<b>NEW RECITAL</b>
<b>(Y) Whereas periodic roadworthiness tests should ensure not only that emission-control systems remain intact and functional, but also that the fuel used in the vehicle at the time of the inspection complies with the relevant Union or national fuel-quality standards, in order to support lifetime compliance with emission limits and ensure the proper operation of pollutant-control technologies;</b>
<b>Justification</b>
To clarify the need to verify fuel quality in roadworthiness tests.

#### AMENDMENT 13 - Harmonised and cost-effective EU methodology

<b>NEW RECITAL</b>
<b>(Z) Whereas harmonised, proportionate and cost-effective methods for checking fuel quality during periodic technical inspections should be established at Union level, including standardised sampling procedures, analytical parameters and the possible use of rapid-analysis devices, in accordance with implementing acts adopted by the Commission;</b>
<b>Justification</b>
To enforce fuel quality standards to ensure fair emissions testing.

## THE ARTICLES

### I. REVISION OF 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

#### AMENDMENT 14

Article 3 - Definitions		
Text of the Directive 2014/45/EU	COM proposal 2025	IRU suggestion for improvements
/	/	<p>Point (20) is added:</p> <p>“Category N1 motor vehicle is a motor vehicles as defined at Article 4 point (b) subparagraph 1 of Regulation (EU) 2018/858”</p> <p>Article 4 point (b) subparagraph 1 of Regulation (EU) 2018/858 is amended as follows:</p> <p>(i) Category N1: (a) motor vehicles with a maximum mass not exceeding 3,5 tonnes, and (b) zero-emission motor vehicles with a maximum mass not exceeding 4,25 tonnes.</p>
<b>Justification</b>		
<p><i>To ensure that N1 zero-emission vehicles (ZEVs) are considered up to 4.25 tonnes instead of 3.5 to avoid subjecting them to the testing rules for heavier vehicle categories.</i></p>		

#### AMENDMENT 15

Article 4 – Responsibilities		
Text of the Directive 2014/45/EU	COM proposal 2025	IRU suggestion for improvements
<p>1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive by testing centres authorised by the Member State in which those vehicles are registered.</p> <p>2. Roadworthiness tests shall be carried out by the Member State of registration of the vehicle, by</p>	<p>1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.</p> <p>2. Without prejudice to paragraphs 3 and 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</p>	<p>1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.</p> <p>2. Without prejudice to paragraphs 3 and 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</p>

<p>a public body entrusted with the task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised private bodies.</p> <p>3. In accordance with the principles laid down by Regulation (EC) No 715/2007 of the European Parliament and of the Council <sup>(4)</sup> and by Regulation (EC) No 595/2009 of the European Parliament and of the Council <sup>(5)</sup>, the Commission shall, by means of implementing acts, and before 20 May 2018, adopt:</p> <p>(a) a set of technical information on braking equipment, steering, visibility, lamps, reflectors, electrical equipment, axles, wheels, tyres, suspension, chassis, chassis attachments, other equipment and nuisance necessary for roadworthiness testing of the items to be tested and on the use of the recommended test methods, in accordance with point 3 of Annex I, and</p> <p>(b) the detailed rules concerning the data format and the procedures for accessing the relevant technical information.</p> <p>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <p>The technical information referred to in point (a) of the first subparagraph shall be made available, free of charge or at a reasonable price, by the manufacturers to testing centres and relevant competent authorities, in a non-discriminatory manner.</p> <p>The Commission shall examine the feasibility of establishing a single point of access for that technical information.</p> <p>4. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are defined in national law.</p>	<p>State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.</p> <p>3. In the case of M1 vehicles, roadworthiness tests may also be carried out in a Member State other than the Member State of registration of the vehicle. The result of such roadworthiness test shall be included on a temporary roadworthiness certificate, which shall be valid for six months. The competent authority shall communicate the result of the test to the Member State of registration, which shall record it in the national vehicle register. However, unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle.</p> <p>4. Member States may recognise a roadworthiness certificate, other than the temporary roadworthiness certificate referred to in paragraph 3, 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.</p> <p>5. The Commission shall adopt implementing acts to specify the set of technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the data format, and the procedures for accessing the relevant technical information. Such technical information may include, in particular, instructions and data on the use of the electronic</p>	<p>Member State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.</p> <p>3. In the case of M1 vehicles, roadworthiness tests may also be carried out in a Member State other than the Member State of registration of the vehicle. The result of such roadworthiness test shall be included on a temporary roadworthiness certificate, which shall be valid for six months. The competent authority shall communicate the result of the test to the Member State of registration, which shall record it in the national vehicle register. However, unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle.</p> <p>4. Member States may recognise a roadworthiness certificate, other than the temporary roadworthiness certificate referred to in paragraph 3, 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.</p> <p>5. The Commission shall adopt implementing acts to specify the set of technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the data format, and the procedures for accessing the relevant technical information. Such technical information may include, in particular, instructions and data on the use of the</p>
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	<p>vehicle interface, diagnostic trouble codes, and software versions, and descriptions and illustrations of warning indicators or tell-tales. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <p>6. In accordance with the principles laid down in Regulation (EU) 2018/858, vehicle manufacturers shall make available the set of technical information referred to in paragraph 5 free of charge, and without undue delay, to relevant competent authorities, in a non-discriminatory manner and in a machine-readable format. Those competent authorities shall make that technical information available to the testing centres authorised by them.</p> <p>7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.'</p>	<p>electronic vehicle interface, diagnostic trouble codes, <b>and</b> software versions, and descriptions <b>and</b> illustrations of warning indicators or tell-tales, <b>on the methodology to assess battery performance during periodic technical inspections, including listing indicators to identify when low traction batteries' performance negatively impacts the roadworthiness of a vehicle from a road safety perspective, on criteria and testing regime for hydrogen vehicles, and on the impact of fuel quality in emissions testing.</b> Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <p>6. In accordance with the principles laid down in Regulation (EU) 2018/858, vehicle manufacturers shall make available the set of technical information referred to in paragraph 5 free of charge, and without undue delay, to relevant competent authorities, in a non-discriminatory manner and in a machine-readable format. Those competent authorities shall make that technical information available to the testing centres authorised by them.</p> <p>7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.'</p>
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**Justification**

*To ensure that there are clear indicators in place to assess the impact of battery performance on road safety, and to provide for specific testing regimes for hydrogen vehicles, and to clarify the impact of fuel quality in emissions testing.*

**AMENDMENT 16**

<b>Article 5 – Date and frequency of testing</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without

<p>prejudice to the period of flexibility applied in Member States under paragraph 3:</p> <p>(a) vehicles of category M<sub>1</sub> and N<sub>1</sub>: four years after the date on which the vehicle was first registered, and thereafter every two years;</p> <p>(b) vehicles of category M<sub>1</sub> used as taxis or ambulances, vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>, O<sub>3</sub> and O<sub>4</sub>: one year after the date on which the vehicle was first registered, and thereafter annually;</p> <p><u>▼M1</u></p> <p>(c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.</p> <p>2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e equipped with a combustion engine with a displacement of more than 125 cm<sup>3</sup>, are to be subject to a roadworthiness test.</p> <p><u>▼B</u></p> <p>3. 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.</p> <p>4. Notwithstanding the date of a vehicle's last roadworthiness test, the Member State or competent authority concerned may require it to undergo a roadworthiness test before the dates referred to in paragraphs 1 and 2 in the following cases:</p> <p>— after an accident affecting the main safety-related components of the vehicle, such as wheels,</p>	<p>prejudice to the period of flexibility applied in Member States under paragraph 4:</p> <p>(a) vehicles of category M1 and N1: four years after the date on which the vehicle was first registered, and thereafter every two years until 10 years after the date on which the vehicle was first registered, and thereafter annually; however, vehicles of category N1 shall also be subject to a roadworthiness test for the items listed in Section 8.2 of Annex I, one year after the date on which the vehicle was first registered, and thereafter annually;</p> <p>(b) vehicles of category M1 used as taxis or ambulances, vehicles of categories M2, M3, N2, N3, O3 and O4: one year after the date on which the vehicle was first registered, and thereafter annually;</p> <p>(c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.</p> <p>For the purposes of point (a) of the first subparagraph, in the case of the roadworthiness tests referred to in Article 4(3), the expiry date of the subsequent roadworthiness certificate shall be counted as from the expiry date of the temporary roadworthiness certificate issued as a result of that test.</p> <p>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 cm<sup>3</sup> or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.</p> <p>3. Notwithstanding the date of a vehicle's last roadworthiness test, vehicles shall undergo a</p>	<p>prejudice to the period of flexibility applied in Member States under paragraph 4:</p> <p>(a) vehicles of category M1 and N1: four years after the date on which the vehicle was first registered, and thereafter every two years until 10 years after the date on which the vehicle was first registered, and thereafter annually; <del>however, vehicles of category N1 shall also be subject to a roadworthiness test for the items listed in Section 8.2 of Annex I, one year after the date on which the vehicle was first registered, and thereafter annually;</del></p> <p>(b) vehicles of category M1 used as taxis or ambulances, vehicles of categories M2, M3, N2, N3, O3 and O4: one year after the date on which the vehicle was first registered, and thereafter annually;</p> <p>(c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.</p> <p>For the purposes of point (a) of the first subparagraph, in the case of the roadworthiness tests referred to in Article 4(3), the expiry date of the subsequent roadworthiness certificate shall be counted as from the expiry date of the temporary roadworthiness certificate issued as a result of that test.</p> <p>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 cm<sup>3</sup> or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.</p> <p>3. Notwithstanding the date of a vehicle's last roadworthiness test, vehicles shall undergo a</p>
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suspension, deformation zones, airbag systems, steering or brakes; — when the safety and environmental systems and components of the vehicle have been altered or modified; — where the holder of the registration certificate of a vehicle has changed; — when the vehicle has reached a mileage of 160 000 km; — in cases where road safety is seriously affected.	roadworthiness test when the safety and environmental systems and components of the vehicle have been significantly altered or modified.	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.	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.
<b>Justification</b>		
<i>To ensure alignment between the intervals of periodic roadworthiness tests for N1 and avoid multiple testing requirements, the emission tests for N1 vehicles (vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes) should only be done after four years from first registration, in line with the incentive created by the Directive for vans by making the first periodic roadworthiness test mandatory only four years after first registration. This incentive is nullified by making emission tests mandatory from the first year of registration.</i>		

#### AMENDMENT 17 - Fuel-quality verification during roadworthiness tests

<b>Article 6 – Contents and methods of testing</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
/	/	At Article 6, the following paragraph 4 is inserted:  <b>“For vehicles equipped with internal-combustion engines, periodic roadworthiness tests shall include a verification that the fuel contained in the vehicle’s tank or fuel-delivery system at the time of the inspection complies with the applicable fuel-quality standards established under Union law or under national law.</b>  <b>The Commission shall adopt implementing acts specifying the sampling procedures, analytical parameters, acceptable thresholds and test-equipment requirements for the verification of fuel quality, including the</b>

		<b>recognition of rapid-test devices and accredited laboratory methods.”</b>
<b>Justification</b>		
<p><i>To ensure alignment between the intervals of periodic roadworthiness tests for N1 and avoid multiple testing requirements, the emission tests for N1 vehicles (vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes) should only be done after four years from first registration, in line with the incentive created by the Directive for vans by making the first periodic roadworthiness test mandatory only four years after first registration. This incentive is nullified by making emission tests mandatory from the first year of registration.</i></p>		

## AMENDMENT 18

<b>Article 8 – Roadworthiness certificate</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
<p>1. Member States shall ensure that testing centres or, if relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II.</p> <p>2. Member States shall ensure that testing centres or, if relevant, the competent authorities make the roadworthiness certificate or, in the case of an electronically produced roadworthiness certificate, a certified printout of such certificate available to the person presenting the vehicle for testing.</p> <p>3. Without prejudice to 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, 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. In cases of doubt, the re-registering Member State may verify the validity of the roadworthiness certificate before recognising it. Member States shall communicate to the Commission a description of</p>	<p>REPLACED</p> <p>‘Article 8 Roadworthiness certificate</p> <p>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 for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II.</p> <p>Member States shall ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council**.</p> <p>Member States shall ensure that roadworthiness certificates contain the information necessary for authentication and validation of those certificates.</p> <p>Member States shall inform the Commission of trusted issuers of roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure channel and in an electronically signed or sealed form suitable for automated processing.</p>	<p>REPLACED</p> <p>‘Article 8 Roadworthiness certificate</p> <p>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 for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II.</p> <p>Member States shall ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council**.</p> <p>Member States shall ensure that roadworthiness certificates contain the information necessary for authentication and validation of those certificates.</p> <p>Member States shall inform the Commission of trusted issuers of roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure channel and in an electronically signed or sealed form suitable for automated processing.</p>

<p>the roadworthiness certificate before 20 May 2018. The Commission shall inform the Committee referred to in Article 19. This paragraph shall not apply to vehicle categories L3e, L4e, L5e and L7e.</p> <p>4. Without prejudice to Article 5(4) and paragraph 3 of this Article, Member States shall recognise, as a matter of principle, the validity of the roadworthiness certificate in the event that the ownership of a vehicle — having a valid proof of periodic roadworthiness test — changes.</p> <p>5. As from 20 May 2018 and at the latest by 20 May 2021, testing centres shall communicate electronically, to the competent authority of the Member State concerned, the information mentioned in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Until the latter date, testing centres may communicate the relevant information to the competent authority by any other means. 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.</p> <p>6. Member States shall ensure that, for the purposes of checking the odometer, where an odometer is normally fitted, the information included in the previous roadworthiness test is made available to the inspectors as soon as it is available electronically. In cases where an odometer is found to have been manipulated with the aim of reducing or misrepresenting the distance record of a vehicle, such manipulation shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.</p> <p>7. Member States shall ensure that the results of the roadworthiness test are notified, or made available electronically, as soon as possible to the</p>	<p>2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable [barcode][QR code], which allows the verification of its authenticity, validity and integrity.</p> <p>By six months after the adoption of the implementing acts referred to in paragraph 9, the [barcode][QR code] shall comply with the technical specifications set out in those implementing acts. The information contained in the certificate shall also be displayed in human-readable form and shall be provided in at least the official language or languages of the issuing Member State.</p> <p>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. Member States shall communicate any new specimen of the 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.</p> <p>4. In addition to the provisions of paragraph 3, Member States shall recognise the validity of a roadworthiness certificate, whether in electronic or paper format, where there is a change in</p>	<p>2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable [barcode][QR code], which allows the verification of its authenticity, validity and integrity.</p> <p>By six months after the adoption of the implementing acts referred to in paragraph 9, the [barcode][QR code] shall comply with the technical specifications set out in those implementing acts. The information contained in the certificate shall also be displayed in human-readable form and shall be provided in at least the official language or languages of the issuing Member State.</p> <p>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. Member States shall communicate any new specimen of the 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.</p> <p>4. In addition to the provisions of paragraph 3, Member States shall recognise the validity of a roadworthiness certificate, whether in electronic or paper format, where there is a change in ownership</p>
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<p>authority responsible for registration of the vehicle. That notification shall contain the information mentioned in the roadworthiness certificate.</p>	<p>ownership of a vehicle having a valid proof of periodic roadworthiness test.</p> <p>5. The Member State of registration shall recognise the validity of a temporary roadworthiness certificate issued in another Member State.</p> <p>6. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.</p> <p>7. Member States shall ensure that the information included in the previous roadworthiness certificate is made available to the inspectors.</p> <p>8. 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.</p> <p>9. 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:</p> <p>(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;</p> <p>(b) ensuring the protection and security of personal data;</p>	<p>of a vehicle having a valid proof of periodic roadworthiness test.</p> <p>5. The Member State of registration shall recognise the validity of a temporary roadworthiness certificate issued in another Member State.</p> <p>6. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.</p> <p>7. Member States shall ensure that the information included in the previous roadworthiness certificate is made available to the inspectors.</p> <p>8. 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.</p> <p>9. 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:</p> <p>(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;</p> <p>(b) ensuring the protection and security of personal data;</p> <p>(c) laying down the common data structure of roadworthiness certificates;</p>
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	<p>(c) laying down the common data structure of roadworthiness certificates;</p> <p>(d) issuing and verifying a valid, secure and interoperable [barcode][QR code];</p> <p>(e) notifying trusted issuers of roadworthiness certificates. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <hr/> <p>** 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: <a href="http://data.europa.eu/eli/reg/2014/910/oj">http://data.europa.eu/eli/reg/2014/910/oj</a>);</p>	<p>(d) issuing and verifying a valid, secure and interoperable [barcode][QR code];</p> <p>(e) notifying trusted issuers of roadworthiness certificates. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <p><b>The following point (10) is added:</b></p> <p><b>(10) Without prejudice of Article 4(1)(b), for vehicles of categories M2, M3, N2, N3, O3 and O4, when a registration or a roadworthiness certificate is temporarily suspended, irrespective of the reason for the suspension, any subsequent certificate obtained following a successful roadworthiness test should be valid for 12 months.</b></p> <p><b>The starting date for the calculation of the 12 months period should be the date of issuance of the new certificate.</b></p> <p><b>In case of voluntary suspension of a vehicle registration certificate for a given period of time, Member States may authorise the roadworthiness certificate of that vehicle to remain valid for a period equivalent to the period between the date when the suspension was requested and the expiration date of that certificate in case it would have not been suspended.</b></p> <hr/> <p>** 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: <a href="http://data.europa.eu/eli/reg/2014/910/oj">http://data.europa.eu/eli/reg/2014/910/oj</a>);</p>
<b>Justification</b>		
<p><i>To ensure a full 12-month validity of any roadworthiness certificate obtained following the temporary suspension – regardless of the reason – of the registration or roadworthiness certificate, for vehicles of categories M2, M3, N2, N3, O3 and O4.</i></p>		

**AMENDMENT 19**

<b>Article 9 – Follow-up of deficiencies</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
<p>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.</p> <p>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. The subsequent test shall take place during a period defined by the Member State or competent authority but not later than two months following the initial test.</p> <p>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, until such time as the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition.</p>	<p>REPLACED</p> <p>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.</p> <p>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. <b>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.</b></p> <p>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. <b>Such request for suspension shall be notified to the Member State of registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. When the deficiencies are rectified, a new roadworthiness certificate shall be issued without delay testifying that the vehicle is in a roadworthy condition. The new</b></p>	<p>REPLACED</p> <p>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.</p> <p>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. <b>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.</b></p> <p>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. <b>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. That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration. When the</b></p>

	<p>certificate shall be issued by the competent authority that requested the suspension.</p> <p>4. In the case of obvious tampering or manipulation of any component of the vehicle, including its emission control system, silencer, safety-related systems, or odometers, with the aim of reducing or misrepresenting the distance record of a vehicle, such tampering or manipulation shall be considered as a major or dangerous deficiency and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.</p> <p>*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: <a href="http://data.europa.eu/eli/dir/1999/37/oj">http://data.europa.eu/eli/dir/1999/37/oj</a>);</p>	<p>deficiencies are rectified, a new roadworthiness certificate shall be issued <del>without delay</del> [specify timeframe] testifying that the vehicle is in a roadworthy condition. The new certificate shall be issued by the competent authority that requested the suspension, or by the Member State of registration.</p> <p><b>The new roadworthiness certificate shall be valid for 12 months starting from the date of issuance of the new certificate.</b></p> <p>4. In the case of obvious tampering or manipulation of any component of the vehicle, including its emission control system, silencer, safety-related systems, or odometers, with the aim of reducing or misrepresenting the distance record of a vehicle, such tampering or manipulation shall be considered as a major or dangerous deficiency and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.</p> <p>*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: <a href="http://data.europa.eu/eli/dir/1999/37/oj">http://data.europa.eu/eli/dir/1999/37/oj</a>);</p>
<b>Justification</b>		
<p><i>To retain the current flexibility on rectification and testing either in the Member State that requested the suspension or in the Member State of registration and introducing a clear deadline for issuing new roadworthiness certificates once deficiencies are resolved.</i></p>		

## AMENDMENT 20

Article 16 – Exchange of data between Member States’ authorities		
Text of the Directive 2014/45/EU	COM proposal 2025	IRU suggestion for improvements
<p><i>Article 16</i></p> <p><b>Electronic vehicle information platform</b></p> <p>The Commission shall examine the feasibility, costs and benefits of establishing an electronic vehicle information platform by taking advantage of</p>	<p><b>REPLACED</b></p> <p><b>Exchange of data between Member States’ authorities</b></p> <p><b>1. Member States shall assist one another in the implementation of this Directive. They shall</b></p>	<p><b>REPLACED</b></p> <p>Exchange of data between Member States’ authorities</p> <p>1. Member States shall assist one another in the implementation of this Directive. They shall</p>

existing and already implemented IT solutions with regard to international data exchange so as to minimise costs and avoid duplication. In examining the matter, the Commission shall consider the most appropriate way to link the existing national systems with a view to facilitating exchanges of information on data relating to roadworthiness testing and odometer readings between the competent authorities of Member States responsible for testing, registration and vehicle approval, testing centres, test equipment manufacturers and vehicle manufacturers.

The Commission shall also examine the feasibility, costs and benefits of collecting and storing available information concerning the main safety-related components of vehicles which have been involved in serious accidents as well as the possibility of making information on accident history and odometer readings available in an anonymised form to inspectors, holders of registration certificates and accident researchers.

**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.**

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

**Member States shall interconnect their electronic systems on 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.**

**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**

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.

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

Member States shall interconnect their electronic systems on 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.

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 one year after the adoption of the implementing acts referred to in paragraph 2.;

	within one year after the adoption of the implementing acts referred to in paragraph 2.’;	<b>Before the transition to the MOVE-HUB platform, the Commission shall carry out a comprehensive assessment of existing platforms to ensure interoperability and to avoid overlapping or conflicting functionalities.</b>
<b>Justification</b>		
<i>To ensure that the transition to MOVE-HUB is preceded by a thorough assessment of the functionalities of, and interoperability with, other well-established and proven solutions such as the Internal Market Information System (IMI), the Electronic Freight Transport Information (eFTI), and the Electronic Registers for Road Transport Undertakings (ERRU). Coexistence of multiple databases presents challenges for procedures such as risk-rating, which rely on consistent and comprehensive data, and will have to base their assessment on information coming from a few different sources.</i>		

#### AMENDMENT 21

<b>Article 17 – Delegated acts</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
1. The Commission shall be empowered to adopt delegated acts in accordance with Article 18 in order to:		
— update only the vehicle category designations referred to in Article 2(1) and Article 5(1) and (2) as appropriate in the event of changes to the vehicle categories stemming from amendments to the type-approval legislation referred to in Article 2(1), without affecting the scope and frequency of testing;	– 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;’ (	
— update point 3 of Annex I 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 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 in the event of a modification of mandatory requirements relevant for type-approval in Union safety or environmental legislation.	<b>– 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;’</b>	

/	- specify the methods for the particle number (PN) measurement of positive ignition engines and for the nitrogen oxides (NOX) measurement of compression and positive ignition engines provided for in Section 8.2 of point 3 of Annex I.';	
		- define the methodology to assess battery performance during periodic technical inspections, including listing indicators to identify when low traction batteries' performance negatively impacts the roadworthiness of a vehicle from a road safety perspective;
		- specify criteria and testing regime for hydrogen vehicles.
		- clarify the impact of fuel quality in emissions testing.
<b>Justification</b>		
<i>To ensure that there are clear indicators in place to assess the impact of battery performance on road safety, and to provide for specific testing regimes for hydrogen vehicles, and to clarify the impact of fuel quality in emissions testing.</i>		

## AMENDMENT 22

<b>Article 22 – Extension of validity of roadworthiness certificates in case of crisis</b>		
<b>Text of the Directive 2014/45/EU</b>	<b>COM proposal 2025</b>	<b>IRU suggestion for improvements</b>
<p><i>Article 22</i></p> <p><b>Transitional provisions</b></p> <p>1. Member States may authorise the use for a period of not more than five years after 20 May 2018 of testing facilities and equipment referred to in Article 11 that do not comply with the minimum requirements laid down in Annex III for carrying out roadworthiness tests.</p> <p>2. Member States shall apply the requirements laid down in Annex V at the latest as from 1 January 2023.</p>	<p>REPLACED</p> <p>'Article 22 Extension of validity of roadworthiness certificates in case of crisis</p> <p>1. For the purposes of this Article, the following definitions shall apply:</p> <p>(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</p>	<p>REPLACED</p> <p>'Article 22 Extension of validity of roadworthiness certificates in case of crisis</p> <p>1. For the purposes of this Article, the following definitions shall apply:</p> <p>(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</p>

	<p>vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;</p> <p>(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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;</p> <p>(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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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	<p>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.’;</p>	<p>six months, as long as the crisis persists and the Commission authorises it.</p> <p>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.’;</p> <p><b>Point (7) is added:</b></p> <p><b>“The Commission shall adopt implementing acts to specify (a) the minimum periodic roadworthiness testing requirements that must be maintained during such periods to ensure a consistent level of road safety, and (b) clear EU-level criteria for extending roadworthiness certificate validity during crises and harmonise contingency protocols to safeguard continuity of transport operations across Member States”</b></p>
<b>Justification</b>		
<p><i>To define the minimum PTI requirements that must be maintained during crises to ensure a consistent level of road safety, and to establish clear EU-level criteria for extending roadworthiness certificate validity during those periods and harmonise contingency protocols.</i></p>		

**II. REVISION OF DIRECTIVE 2014/47/EU ON THE TECHNICAL ROADSIDE INSPECTION OF THE ROADWORTHINESS OF COMMERCIAL VEHICLES CIRCULATING IN THE UNION**

**AMENDMENT 23**

<b>Article 4a – Remote sensing</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
/	<p>1. Member States shall use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions. Each year, each Member State shall take the measures necessary to screen the equivalent of at least 30 % of the fleet of motor vehicles registered in its territory using that technology. A phased and tested deployment of remote sensing technologies, with clear</p>	<p>1. Member States <del>shall</del> <b>may</b> use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions. Each year, each Member State shall take the measures necessary to screen the equivalent of at least 30 % of the fleet of motor vehicles registered in its territory using that technology.</p>

	<p>technical standards and training requirements, coupled with a realistic target for fleet coverage, aligned with Member States' enforcement capacities should be followed.</p>	<p>A phased and tested deployment of remote sensing technologies, with clear technical standards and training requirements, coupled with a realistic target for fleet coverage, aligned with Member States' enforcement capacities should be followed.</p>
/	<p>2. Member States shall use the results of such remote sensing to identify high-emitting vehicles. However, a vehicle shall not be considered to have failed or passed a roadside inspection on the basis of a single remote sensing measurement.</p> <p>Member States shall take the measures necessary to verify the exhaust emissions, the noise level or both of any vehicle that, based on remote sensing data of at least three measurements of that vehicle within a period of six months, is suspected to emit above a certain level. For exhaust emissions, that level shall be double the average level for vehicles belonging to the same vehicle category, emission class, and having the same type of ignition, namely positive or compression ignition. For noise, the level shall be 3 dB above the average level for vehicles belonging to the same vehicle category.</p> <p>Such verification by Member States may take place as follows:</p> <p>(a) immediately after a remote sensing measurement, as part of a technical roadside inspection carried out in accordance with Article 10, including a noise or exhaust emission test or both in accordance with point 3, item 8 of Annex II;</p> <p>(b) within 15 days from the last remote sensing measurement in a testing centre referred to in Article 12 of Directive 2014/45/EU, for vehicles registered in the Member State where the remote sensing measurements took place, following notification of the owner by the competent authority within five days from the last remote sensing measurement.</p>	<p>2. Member States <b>shall may</b> use the results of such remote sensing to identify high-emitting vehicles. However, a vehicle shall not be considered to have failed or passed a roadside inspection on the basis of a single remote sensing measurement.</p> <p>Member States shall take the measures necessary to verify the exhaust emissions, the noise level or both of any vehicle that, based on remote sensing data of at least three measurements of that vehicle within a period of six months, is suspected to emit above a certain level. <b>Member States should inform the owner of a motor vehicle of the outcome of remote sensing screenings, including establish access to a warning mechanism that allows for a timely rectification.</b> For exhaust emissions, that level shall be double the average level for vehicles belonging to the same vehicle category, emission class, and having the same type of ignition, namely positive or compression ignition. For noise, the level shall be 3 dB above the average level for vehicles belonging to the same vehicle category.</p> <p>Such verification by Member States may take place as follows:</p> <p>(a) immediately after a remote sensing measurement, as part of a technical roadside inspection carried out in accordance with Article 10, including a noise or exhaust emission test or both in accordance with point 3, item 8 of Annex II;</p> <p>(b) within 15 days from the last remote sensing measurement in a testing centre referred to in Article 12 of Directive 2014/45/EU, for vehicles</p>

		registered in the Member State where the remote sensing measurements took place, following notification of the owner by the competent authority within five days from the last remote sensing measurement.
/	3. Regarding vehicles registered in another Member State, the competent authority shall notify the competent authority of the Member State of registration of the remote sensing measurements and of any subsequent technical roadside inspection, through the contact points referred to in Article 17 of this Directive. Where no subsequent roadside inspection took place, the Member States of registration shall request the holder of the vehicle registration certificate to present the vehicle in any testing centre referred to in Article 12 of Directive 2014/45/EU at the latest 45 days after the notification received from the Member State where the remote sensing measurements took place.	3. Regarding vehicles registered in another Member State, the competent authority shall notify the competent authority of the Member State of registration of the remote sensing measurements and of any subsequent technical roadside inspection, through the contact points referred to in Article 17 of this Directive. Where no subsequent roadside inspection took place, the Member States of registration shall request the holder of the vehicle registration certificate to present the vehicle in any testing centre referred to in Article 12 of Directive 2014/45/EU at the latest 45 days after the notification received from the Member State where the remote sensing measurements took place.  <b>The Commission should adopt implementing acts (a) to define clear and harmonised criteria for follow-up inspections based on remote sensing, especially in those cases where the measurement is carried out by the competent authorities of a Member State other than the one of registration, and (b) to specify mechanisms for data collection, storage, exchange of remote sensing data, defined responsibilities and timeframes for data retention in the context of a remote sensing screening.</b>
/	4. Member States may also verify the exhaust emissions, the noise level, or both, of any vehicle that is suspected to emit more than double, or more than 3 dB above, the average levels referred to in paragraph 2 based on only one or two remote sensing measurements. Such verification shall take in accordance with paragraph 3.	

**Justification**

*To ensure a phased and tested deployment of remote sensing technologies, with clear technical standards and training requirements for inspectors and competent authorities, coupled with a realistic target for fleet coverage, aligned with Member States' enforcement capacities, and technological readiness of remote sensing, especially for noise measurement. To ensure clear and harmonised criteria for follow-up inspections based on remote sensing, including limiting follow-up inspections after remote sensing in the context of an RSI to exceptional cases, based on severity and confirmed exceedances. To ensure that the Member States' competent authorities inform the owner of a motor vehicle of the outcome of remote sensing screenings, including provide for access to a warning mechanism that allows for a timely rectification, and to establish non-discriminatory criteria in case a follow-up inspection after a remote sensing screening is requested by the competent authorities of a Member State other than the one of registration. Given that remote sensing involves the collection, storage, exchange of data, clear rules on collection, storage, exchange of remote sensing data, defined responsibilities and timeframes for data retention should be further specified.*

**AMENDMENT 24**

<b>Article 5 – Percentage of vehicles to be inspected</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
1. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States.	<b>Replaced</b>  <b>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.</b>	
2. Each Member State shall make efforts to carry out an appropriate number of initial technical roadside inspections, proportionate to the total number of such vehicles that are registered in its territory.	<b>Replaced</b>  <b>2. For vehicles referred to in of Article 2(1), point (aa), Member States shall carry out a total number of initial technical roadside inspections, per calendar year, corresponding to at least 2 % of the total number of those vehicles that are registered in their territory.</b>	
3. Information on vehicles inspected shall be communicated to the Commission in accordance with Article 20(1).	3. Information on vehicles inspected shall be communicated to the Commission in accordance with Article 20(1).	
		The following point is added:  4. The following point is added:

		<b>(b) Member States shall carry out initial technical roadside inspection on the basis of the outcome of Article 6 point (a).</b>
<b>Justification</b>		
<i>To ensure that the targets set in proposal are based on quantity rather than on risk or intelligence, and that the targets for roadside inspections, are aligned with Member States' enforcement capacities.</i>		

## AMENDMENT 25

<b>Article 6 – Risk rating system</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
<p>For vehicles referred to in points (a), (b) and (c) of Article 2(1), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC.</p> <p>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 check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.</p>	<p><b>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.</b></p> <p><b>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.</b></p>	<p><b>(a) 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 select the undertakings to which perform checks <del>on undertakings, based on their with</del> a high-risk rating score <del>more closely and more often</del>. The risk rating system shall be operated by the competent authorities of the Member States.</b></p> <p>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.</p>
For the purpose of implementing the first subparagraph, the Member State of registration shall use the information received from other Member States pursuant to Article 18(1).	/	
Member States may allow additional voluntary roadworthiness tests. Information on compliance with roadworthiness requirements obtained from voluntary tests may be taken into account in order to improve the risk profile of an undertaking.	/	

		<b>The following point is added:</b>  <b>(b) Member States shall perform follow-up testing on the basis of the outcome of point (a), and establish clear rules on infringement interpretation, sanctions, and liability.</b>
<b>Justification</b>		
<i>To ensure that the targets set in proposal are based on quantity rather than on risk or intelligence, and that the targets for roadside inspections, are aligned with Member States' enforcement capacities.</i>		

#### AMENDMENT 26

<b>Article 9 – Selection of vehicles for initial technical roadside inspection</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
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 as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.	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 <b>Annex I to this Directive</b> 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, <b>including on the basis of remote sensing;</b>	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 <b>Annex I to this Directive</b> 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, <b>including on the basis of remote sensing, and of the outcome of risk rating.</b>
<b>Justification</b>		
<i>To ensure that the targets set in proposal are based on quantity rather than on risk or intelligence, and that the targets for roadside inspections, are aligned with Member States' enforcement capacities.</i>		

#### AMENDMENT 27

<b>Article 10 – Contents and methods of technical roadside inspections</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.  In each initial technical roadside inspection of a vehicle, the inspector:	1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.  In each initial technical roadside inspection of a vehicle, the inspector:	1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.  In each initial technical roadside inspection of a vehicle, the inspector:

<p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</p> <p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>	<p><del>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</del></p> <p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p><del>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</del></p> <p>(c) shall carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13</p> <p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>	<p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p><b>(c) shall may</b> carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13</p> <p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p>

4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.	4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.	4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.
<b>Justification</b>		
<i>To ensure non-discrimination and different standards in the checks of cargo security in the absence of an EU-wide harmonised and standardised approach on the matter.</i>		

## AMENDMENT 28

<b>Article 13 – Inspection of cargo securing</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
<p>1. During a roadside inspection a vehicle may be subject to an inspection of its 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 <b>may</b> be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <p>— loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle, and</p> <p>— loads cannot leave the cargo space or move outside the loading surface.</p>	<p>1. During roadside inspections, vehicles shall be subject to an inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks <b>shall</b> be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <p>(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;</p> <p>(b) loads cannot leave the cargo space or move outside the loading surface</p>	<p>1. During roadside inspections, vehicles shall be subject to an inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks <b>shall may</b> be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <p>(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;</p> <p>(b) loads cannot leave the cargo space or move outside the loading surface</p>
<p>2. Without prejudice to the requirements applicable to transport of certain categories of goods, such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) <sup>(3)</sup>, cargo securing and inspection of the securing of cargo <b>may</b> be carried out in accordance with the principles and, where appropriate, the standards</p>	<p>2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by <b>Directive 2008/68/EC of the European Parliament and of the Council*****</b>, cargo securing and inspection of the securing of cargo <b>shall</b> be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive.</p>	<p>2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by <b>Directive 2008/68/EC of the European Parliament and of the Council*****</b>, cargo securing and inspection of the securing of cargo <b>shall may</b> 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</p>

laid down in Section I of Annex III. The latest version of the standards laid down in point 5 of Section I of Annex III may be used.	The latest version of the standards laid down in point 5 of that Section may be used.  ***** 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: <a href="http://data.europa.eu/eli/dir/2008/68/oj">http://data.europa.eu/eli/dir/2008/68/oj</a> );	the standards laid down in point 5 of that Section may be used.  ***** 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: <a href="http://data.europa.eu/eli/dir/2008/68/oj">http://data.europa.eu/eli/dir/2008/68/oj</a> );
3. The follow-up procedures referred to in Article 14 <b>may</b> also apply in the case of major or dangerous deficiencies related to cargo securing.	3. The follow-up procedures referred to in Article 14 <b>shall</b> also apply in the case of major or dangerous deficiencies related to cargo securing.	3. The follow-up procedures referred to in Article 14 <b>shall may</b> also apply in the case of major or dangerous deficiencies related to cargo securing.
4. Member States shall provide that personnel involved in cargo securing checks are to be appropriately trained for that purpose.	4. Member States shall <b>ensure</b> that personnel involved in cargo securing checks <b>are</b> appropriately trained for that purpose.	4. Member States shall <b>ensure</b> that personnel involved in cargo securing checks <b>are</b> appropriately trained for that purpose.
<b>Justification</b>		
<i>To ensure non-discrimination and different standards in the checks of cargo security in the absence of an EU-wide harmonised and standardised approach on the matter.</i>		

## AMENDMENT 29

<b>Article 18a – Exchange of data between Member States’ Authorities</b>		
<b>Text of the Directive 2014/47/EU</b>	<b>COM 2025 proposal</b>	<b>Suggestions for amendments</b>
/	<p>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.</p> <p>Member States shall provide access to data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection report, and the odometer history of the vehicle, stored in national databases, to the competent authorities of other Member States.</p> <p>Member States shall interconnect their electronic systems on 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</p>	<p>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.</p> <p>Member States shall provide access to data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection report, and the odometer history of the vehicle, stored in national databases, to the competent authorities of other Member States.</p> <p>Member States shall interconnect their electronic systems on 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</p>

	Member State are able to consult the relevant database or national vehicle register of any other Member State in real time.	Member State are able to consult the relevant database or national vehicle register of any other Member State in real time.
/	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).	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).  <b>Before the transition to the MOVE-HUB platform, the Commission shall carry out a comprehensive assessment of existing platforms to ensure interoperability and to avoid overlapping or conflicting functionalities.</b>
<b>Justification</b>		
<i>To ensure that the transition to MOVE-HUB is preceded by a thorough assessment of the functionalities of, and interoperability with, other well-established and proven solutions such as the Internal Market Information System (IMI), the Electronic Freight Transport Information (eFTI), and the Electronic Registers for Road Transport Undertakings (ERRU). Coexistence of multiple databases presents challenges for procedures such as risk-rating, which rely on consistent and comprehensive data, and will have to base their assessment on information coming from a few different sources.</i>		

### III. ANNEX I

#### AMENDMENT 30

#### COM 2025 proposal

4.14.4.6 Charging cable	Visual inspection and by operation	(a) Deteriorated X	X		
		(b) Charging cable not provided X	X		

4.14.4.6 Charging cable	Visual inspection and by operation	(a) Deteriorated X	X		
		(b) Charging cable not provided X	X		
<b>Justification</b>					
<i>The mandatory presence and inspection of EV charging cables is also problematic, given that one EV charging cable could serve multiple vehicles.</i>					

## AMENDMENT 31

Annex I — The following new Part 8.4.2

### 8.4.2. Fuel Quality

#### Method:

Verification that the fuel contained in the tank or fuel-delivery system complies with the applicable fuel-quality standards for the relevant fuel type (including petrol, diesel, biodiesel blends, e-fuel blends, synthetic fuels or other liquid fuels).

A fuel sample shall be taken from the tank or fuel line using a standardised sampling procedure.

The sample shall be analysed either:

- (a) by an approved in-situ rapid-analysis device capable of detecting incorrect fuel type, excessive water content, contamination, excessive sulphur levels, excessive fatty-acid methyl ester content, inadequate lubricity or adulteration; or
- (b) by submission of the sample to an accredited laboratory in accordance with recognised CEN or ISO standards.

The Commission shall adopt implementing acts specifying the analytical parameters to be verified, the minimum detectable thresholds, the recognition criteria for rapid-test devices and the requirements for accreditation of laboratories.

#### Reasons for failure:

Fuel sample does not comply with the applicable Union or national fuel-quality standard, including cases of incorrect fuel type, adulteration, contamination, excessive sulphur, fatty-acid methyl ester or water content, insufficient lubricity, presence of foreign matter, or any other prohibited characteristic.

#### Assessment of deficiencies:

Non-conformity of fuel quality constitutes a major deficiency leading to failure of the roadworthiness test.

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