

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC

Amendment 1

Recital 3

Text proposed by the Commission

To facilitate the checking and verification of vehicle registration certificates, further harmonisation of the form and content of those certificates is required.

IRU proposed amendment

To facilitate the checking and verification of vehicle registration certificates, further harmonisation of the form and content of those certificates is required. ***Harmonisation should be extended beyond minimum standards, aiming for full alignment of registration certificate formats and data categories across Member States.***

Justification

Harmonisation of vehicle registration certificates is a positive development. However, the current proposal only introduces minimal standards for data recorded in vehicle registers. In IRU's view, the road transport sector stands to benefit from full alignment, facilitating the principle of mutual recognition.

Amendment 2

Recital 9

Text proposed by the Commission

To facilitate cross-border movements, in particular the re-registration of vehicles, Member States should electronically record all required data on all vehicles registered in their territory and keep that data up to date at all times. That data will help: improve the accuracy of vehicle registers; ensure better law enforcement; combat vehicle fraud and theft; improve the exchange of information between Member States; and facilitate checking the status of vehicles due for export.

IRU proposed amendment

To facilitate cross-border movements, in particular the re-registration of vehicles, Member States should electronically record all required data on all vehicles registered in their territory and keep that data up to date at all times. That data will help: improve the accuracy of vehicle registers; ensure better law enforcement; combat vehicle fraud and theft; improve the exchange of information between Member States; and facilitate checking the status of vehicles due for export. ***Access to registration certificates must be granted to all Member States' enforcement authorities, and appropriate***

backup measures must be introduced in case of issues in accessing the digital certificates.

Justification

Digital registration certificates are a much-welcomed proposal, contributing to achieving the goal of paperless driver cabins. Enforcement authorities in all Member States must be granted the appropriate permissions and access rights to be able to always check the data. Moreover, this Directive must take into account potential access issues in cases of limited connectivity or when one of the parties involved in a roadside or periodic technical inspection cannot retrieve the digital format and introduce backup measures to ensure correct enforcement and compliance.

Amendment 3

Recital 18

Text proposed by the Commission

In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: interoperability features and security measures applicable to the QR codes introduced on physical registration certificates; the interoperability, security and testing of mobile registration certificates; including verification features and the interface with national systems; relevant data from the certificate of conformity in electronic format as provided for in Article 37 of Regulation (EU) 2018/858 of the European Parliament and of the Council⁽⁷⁾; the necessary arrangements for implementing the functionalities of the MOVE-HUB electronic system; and the format of data to be communicated by Member States to the Commission through the e-platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁽⁸⁾.

IRU proposed amendment

In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: interoperability features and security measures applicable to the QR codes introduced on physical registration certificates; the interoperability, security and testing of mobile registration certificates; including verification features and the interface with national systems; relevant data from the certificate of conformity in electronic format as provided for in Article 37 of Regulation (EU) 2018/858 of the European Parliament and of the Council⁽⁷⁾; the necessary arrangements for implementing the functionalities of the MOVE-HUB electronic system; and the format of data to be communicated by Member States to the Commission through the e-platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁽⁸⁾. ***The Commission shall conduct a comprehensive assessment of existing digital platforms to ensure harmonisation of data for risk-rating assessments,***

interoperability between different platforms, and to avoid overlapping or conflicting functionalities.

Justification

IRU urges the European Commission 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.

Amendment 4

Article 5 – paragraph 5 (new)

Text proposed by the Commission

IRU proposed amendment

5. Member States shall ensure that access to registration certificates is granted to all enforcement authorities. In cases of limited connectivity or when one of the parties involved in a roadside or periodic technical inspection cannot retrieve the digital format, appropriate backup measures should be considered.

Justification

Digital registration certificates are a much-welcomed proposal, positively contributing to the goal of paperless driver cabins. Enforcement authorities in all Member States must be granted the appropriate permissions and access rights to be able to always check the data. Moreover, this Directive must take into account potential access issues in cases of limited connectivity or when one of the parties involved in a roadside or periodic technical inspection cannot retrieve the digital format and introduce backup measures to ensure correct enforcement and compliance.

Amendment 5

Article 6 – paragraph 1

Text proposed by the Commission

Member States shall record electronically, in vehicle registers, all data listed in Annex I, points 2(e), (f) and (g), on all vehicles registered on their territory.

In addition, the vehicle registers shall include:

(a) relevant data from the certificate of conformity in electronic format as provided for in Article 37 of Regulation (EU) 2018/858. (b) the outcome of mandatory periodic roadworthiness tests in accordance with Directive 2014/45/EU of the European Parliament and of the Council⁽¹²⁾ and the period of validity of the roadworthiness certificate, including the outcome of periodic roadworthiness tests carried out in, and the validity of the certificate issued by, a Member State other than the Member State of registration in accordance with Article 4(3) and (4) of Directive 2014/45/EU.

(c) information on any significant modification of the safety or environmental systems and components of the vehicle;

(d) information on the previous holder and, where available, the previous owner of the vehicle;

(e) information on any change to the ownership of vehicles, including vehicles which are not authorised to be used in road traffic due to suspension in accordance with Article 8, or due to the temporary de-registration of the vehicle;

(f) the country where the vehicle was registered for the first time;

(g) information on reasons for cancellation of a registration of the vehicle, where that vehicle:

(i) has been treated as an end-of-life vehicle and a certificate of destruction has been issued in

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(c) information on any significant modification of the safety or environmental systems and components of the vehicle;

(d) information on the previous holder and, where available, the previous owner of the vehicle;

(e) information on any change to the ownership of vehicles, including vehicles which are not authorised to be used in road traffic due to suspension in accordance with Article 8, or due to the temporary de-registration of the vehicle;

(f) the country where the vehicle was registered for the first time;

(g) information on reasons for cancellation of a registration of the vehicle, where that vehicle:

(i) has been treated as an end-of-life vehicle and a certificate of destruction has been issued in

accordance with Article 5(3) of Directive 2000/53/EC;

(ii) has been re-registered in a different Member State, upon confirmation by the new Member State of registration;

(iii) has been exported outside the Union, upon presentation of customs documents;

(iv) has been stolen or otherwise unlawfully taken over, as confirmed by a police report issued to the last vehicle owner;

(v) has been registered in breach of the requirements on vehicle registration under Union or national law;

(vi) has been registered under an incorrect Vehicle Identification Number; and

(vii) has been subject to cancellation of its registration for any other reasons.

The information referred to in the first and second subparagraphs shall be kept up to date.

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(ii) has been re-registered in a different Member State, upon confirmation by the new Member State of registration;

(iii) has been exported outside the Union, upon presentation of customs documents;

(iv) has been stolen or otherwise unlawfully taken over, as confirmed by a police report issued to the last vehicle owner;

(v) has been registered in breach of the requirements on vehicle registration under Union or national law;

(vi) has been registered under an incorrect Vehicle Identification Number; and

(vii) has been subject to cancellation of its registration for any other reasons.

The information referred to in the first and second subparagraphs shall be kept up to date. ***Member States shall be encouraged to extend their efforts beyond the minimum standards, leading to a full alignment of registration certificate formats and data categories.***

Justification

Harmonisation of vehicle registration certificates is a very important development. However, the current proposal only introduces minimal standards. In IRU's view, the road transport sector stands to benefit from full alignment, facilitating the principle of mutual recognition.

Amendment 6

Article 10 – paragraph 7 (new)

Text proposed by the Commission

IRU proposed amendment

7. Where only a mobile registration certificate was issued, Member States shall ensure that all enforcement authorities designated under national law have secure, real-time, and uninterrupted access to digital vehicle registration certificates and related registration data stored in national registers. They shall implement appropriate backup measures to guarantee continuity of access in the event of technical disruptions or system failures, including alternative verification mechanisms.

Justification

Digital registration certificates is a much-welcomed proposal, positively contributing to the goal of paperless driver cabins. Enforcement authorities in all Member States must be granted the appropriate permissions and access rights to be able to always check the data. Moreover, this Directive must take into account potential access issues in cases of limited connectivity or when one of the parties involved in a roadside or periodic technical inspection cannot retrieve the digital format and ensure backup measures to ensure correct enforcement and compliance.

Amendment 7

Article 15 – paragraph 2

Text proposed by the Commission

IRU proposed amendment

Member States shall interconnect their national vehicle registers and electronic systems on roadworthiness certificates via the MOVE-HUB electronic system developed by the Commission in such a way that a competent authority of any Member State is able to consult the vehicle register of any other Member State in real time. That interconnection shall be operational within one year after the adoption of the implementing act referred to in paragraph 4.

Member States shall interconnect their national vehicle registers and electronic systems on roadworthiness certificates via the MOVE-HUB electronic system developed by the Commission in such a way that a competent authority of any Member State is able to consult the vehicle register of any other Member State in real time. That interconnection shall be operational within ~~one~~ **three** years after the adoption of the implementing act referred to in paragraph 4.

Justification

Member States shall be granted a realistic implementation period of three years to connect to the MOVE-HUB platform, starting from the date of adoption of the relevant implementing acts.

Amendment 8

Article 15 – paragraph 4

Text proposed by the Commission

By [date of entry into force + 2 years], the Commission shall adopt implementing acts laying down the necessary arrangements for the implementation of the functionalities of the electronic system referred to in paragraph 2, and specifying the minimum requirements for the format and content of the message to be used by Member States. It shall specify which authority is responsible for access to data and further use. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

IRU proposed amendment

By [date of entry into force + 2 years], the Commission shall adopt implementing acts laying down the necessary arrangements for the implementation of the functionalities of the electronic system referred to in paragraph 2, and specifying the minimum requirements for the format and content of the message to be used by Member States. It shall specify which authority is responsible for access to data and further use. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

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.

Justification

IRU urges the European Commission 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.