Council of the European Union

Brussels, 3 July 2026
(OR. en)

11343/26

Interinstitutional File: 2025/0097 (COD)

LIMITE

TRANS 472
CODEC 1366
ENV 885
MI 731

PUBLIC

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	10547/26 + ADD 1 + ADD 2
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union (Text with EEA relevance) - Four-column document

In view of the Land Transport Working Party on 7 July, delegations will find attached a draft of the four-column document containing the articles of the above proposal.

The Council position is based on the General Approach (ST 15613/25 + ADD 1).

The last (fourth) column suggests a preliminary classification of issues into three categories of political importance, as evaluated by the Presidency:

- "A" is an editorial issue;
- "B" is a technical issue that can be resolved in the technical meetings; and
- "C" is a major policy question.

The amendments proposed by the Council and the EP in the annexes (see ADD 1 and ADD 2 to this document) are considered to be technical ("B") issues.

Delegations are invited to examine the classification and the amendments of the European Parliament and indicate, where possible, their flexibility towards these amendments.

PUBLIC

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union (Text with EEA relevance)

2025/0097(COD)
DRAFT [For Land WP 7/07 final]
03-07-2026 at 12h05

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Formula				
1	2025/0097 (COD)	2025/0097 (COD)	2025/0097 (COD)	2025/0097 (COD)
Document Stage				
2	Proposal for a	Proposal for a	Proposal for a	Proposal for a
Document Type				
3	DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL	DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
Document Purpose				
4	amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness	amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness	amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness	amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	of commercial vehicles circulating in the Union	of commercial vehicles circulating in the Union	of commercial vehicles circulating in the Union	of commercial vehicles circulating in the Union
EEA Relevance				
5	(Text with EEA relevance)	(Text with EEA relevance)	(Text with EEA relevance)	(Text with EEA relevance)
Formula				
6	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,
Citation 1				
7	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof
Citation 2				
8	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,
Citation 3				
9	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,
Citation 4				
10	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Citation 5				
11	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .
Citation 6				
12	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,
Formula				
13	Whereas:	Whereas:	Whereas:	Whereas:
Recital 1				
14	(1) Provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the "Roadworthiness Package"[1.] To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.	(1) Provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the "Roadworthiness Package"[1.] To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.	(1) Provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the "Roadworthiness Package"[1.] To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.	(1) Provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the "Roadworthiness Package"[1.] To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	_____ 1. Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj), Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134, ELI: http://data.europa.eu/eli/dir/2014/47/oj) and Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 127, 29.4.2014, p. 129, ELI: http://data.europa.eu/eli/dir/2014/46/oj).	_____ 1. Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj), Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134, ELI: http://data.europa.eu/eli/dir/2014/47/oj) and Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 127, 29.4.2014, p. 129, ELI: http://data.europa.eu/eli/dir/2014/46/oj).	_____ 1. Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj), Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134, ELI: http://data.europa.eu/eli/dir/2014/47/oj) and Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 127, 29.4.2014, p. 129, ELI: http://data.europa.eu/eli/dir/2014/46/oj).	_____ 1. Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj), Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134, ELI: http://data.europa.eu/eli/dir/2014/47/oj) and Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 127, 29.4.2014, p. 129, ELI: http://data.europa.eu/eli/dir/2014/46/oj).
Recital 2				
15	(2) Directive 2014/45/EU sets out the minimum content and frequency of testing for each vehicle category, except for motorcycles, where Member States have a broader discretion. That Directive also sets out minimum requirements for the independence of testing centres and training of inspectors, testing equipment, and the content of the	(2) Directive 2014/45/EU sets out the minimum content and frequency of testing for each vehicle category, except for motorcycles, where Member States have a broader discretion. That Directive also sets out minimum requirements for the independence of testing centres and training of inspectors, testing equipment, and the content of the	(2) Directive 2014/45/EU sets out the minimum content and frequency of testing for each vehicle category, except for motorcycles, where Member States have a broader discretion. That Directive also sets out minimum requirements for the independence of testing centres and training of inspectors, testing equipment, and the content of the	(2) Directive 2014/45/EU sets out the minimum content and frequency of testing for each vehicle category, except for motorcycles, where Member States have a broader discretion. That Directive also sets out minimum requirements for the independence of testing centres and training of inspectors, testing equipment, and the content of the

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	roadworthiness certificate. The validity of that certificate, as well as any other proof of testing, is to be recognised by Member States for the purposes of free circulation and re-registering a vehicle already registered in another Member State.	roadworthiness certificate. The validity of that certificate, as well as any other proof of testing, is to be recognised by Member States for the purposes of free circulation and re-registering a vehicle already registered in another Member State.	roadworthiness certificate. The validity of that certificate, as well as any other proof of testing, is to be recognised by Member States for the purposes of free circulation and re-registering a vehicle already registered in another Member State.	roadworthiness certificate. The validity of that certificate, as well as any other proof of testing, is to be recognised by Member States for the purposes of free circulation and re-registering a vehicle already registered in another Member State.
Recital 3				
16	(3) Directive 2014/47/EU complements Directive 2014/45/EU by requiring Member States to carry out roadside inspections on heavy commercial vehicles above 3.5 tonnes, including buses, lorries, and their trailers with the aim of inspecting 5% of the Union fleet each year. Those inspections include an initial roadside inspection and, if deemed necessary by the inspector, a more detailed technical roadside inspection. The items tested in the detailed inspections are the same as those tested at periodic tests and may also include the inspection of cargo securing. Where a major or dangerous deficiency is found during a roadside inspection, the Member State where the	(3) Directive 2014/47/EU complements Directive 2014/45/EU by requiring Member States to carry out roadside inspections on heavy commercial vehicles above 3.5 tonnes, including buses, lorries, and their trailers with the aim of inspecting 5% of the Union fleet each year. Those inspections include an initial roadside inspection and, if deemed necessary by the inspector, a more detailed technical roadside inspection. The items tested in the detailed inspections are the same as those tested at periodic tests and may also include the inspection of cargo securing. Where a major or dangerous deficiency is found during a roadside inspection, the Member State where the	(3) Directive 2014/47/EU complements Directive 2014/45/EU by requiring Member States to carry out roadside inspections on heavy commercial vehicles above 3.5 tonnes, including buses, lorries, and their trailers with the aim of inspecting 5% of the Union fleet each year. Those inspections include an initial roadside inspection and, if deemed necessary by the inspector, a more detailed technical roadside inspection. The items tested in the detailed inspections are the same as those tested at periodic **roadworthiness** tests and may also include the inspection of cargo securing. Where a major or dangerous deficiency is found during a roadside inspection, the Member	A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	inspection took place is required to notify the Member State of registration in order to enforce the repair of the vehicle that has been suspended from traffic.	inspection took place is required to notify the Member State of registration in order to enforce the repair of the vehicle that has been suspended from traffic.	State where the inspection took place is required to notify the Member State of registration in order to enforce the repair of the vehicle that has been suspended from traffic.	
Recital 4				
17	(4) Due to rapid technological progress, some of the current rules for testing vehicles have become outdated and should be amended to adapt them to newer technologies and vehicles. The testing framework should further contribute to reducing emissions from transport and to accelerating and benefiting from digitalisation in the transport sector. The framework should also be better adapted to developments in evolving vehicle technology, fleet composition and testing methods.	(4) Due to rapid technological progress, some of the current rules for testing vehicles have become outdated and should be amended to adapt them to newer technologies and vehicles. ***Leveraging innovation in areas such as real-world emissions testing could enhance compliance, reduce administrative burdens and deliver tangible safety and environmental benefits for citizens, while ensuring that Europe stays at the forefront of developing and deploying cutting-edge technologies.*** The testing framework should ~~*further contribute to reducing*~~***provide for the timely and cost-efficient testing of vehicles while still fully delivering on the objectives of this Directive, including improving road safety, ensuring the effective***	(4) Due to rapid technological progress, some of the current rules for testing vehicles have become outdated and should be amended to adapt them to newer technologies and **vehicles, including electric vehicles and hybrid electric** vehicles. The testing framework should further contribute to reducing emissions from transport and to accelerating and benefiting from digitalisation in the transport sector. The framework should also be better adapted to developments in evolving vehicle technology, fleet composition and testing methods.	B

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		enforcement of existing legislation regarding emissions from transport and ~~*to*~~ accelerating and ~~*benefiting from*~~***leveraging*** digitalisation in the transport sector. The framework should also be better adapted to developments in evolving vehicle technology, fleet composition and testing methods.		
Recital 5				
18	(5) The digital transition is one of the Union's priorities. In the context of updating the current rules on testing vehicles, it is also important to harmonise, simplify and digitalise administrative procedures and to remove the remaining barriers to free movement. These barriers include the non-recognition of periodic technical inspections conducted in Member States other than the Member State of registration. This can impede the free movement of people within the Union and their right to take up residence in a Member State other than the one where the vehicle is currently registered.	(5) The digital transition is one of the Union's priorities. In the context of updating the current rules on testing vehicles, it is also important to harmonise, simplify and digitalise administrative procedures and to remove the remaining barriers to free movement. These barriers include the non-recognition of periodic technical inspections conducted in Member States other than the Member State of registration. This can impede the free movement of people within the Union and their right to take up residence in a Member State other than the one where the vehicle is currently registered.	(5) The digital transition is one of the Union's priorities. In the context of updating the current rules on **the** testing **of** vehicles, it is also important to **largely** harmonise, simplify and digitalise administrative procedures and to remove the remaining barriers to free movement. These barriers include the non-recognition of periodic ~~technical inspections~~**roadworthiness tests** conducted in Member States other than the Member State of registration. This can impede the free movement of people within the Union and their right to take up residence in a Member State other than the one where the vehicle is currently registered.	A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Recital 5a				
18a			**(5a) Testing during the life cycle of a vehicle should be relatively simple, quick and inexpensive, while at the same time effective in achieving the objectives of the Directives.**	B
Recital 6				
19	(6) Some of the current emission test methods are inadequate for testing vehicles with modern air pollutant emission control technology and low baseline emissions. There is also potential to further reduce pollutant emissions through more appropriate tests and checks. Applying the best available test methods would help Member States reach stricter air quality standards, namely the limit values for the protection of human health set by Directive (EU) 2024/2881 of the European Parliament and of the Council[1], especially for fine particulate matter and nitrogen oxides (NO_X). _____ 1. Directive (EU) 2024/2881 of the European Parliament and of the Council of	(6) Some of the current emission test methods are inadequate for testing vehicles with modern air pollutant emission control technology and low baseline emissions. There is also potential to further reduce pollutant emissions through more appropriate tests and checks. Applying the best available test methods would help Member States reach stricter air quality standards, namely the limit values for the protection of human health set by Directive (EU) 2024/2881 of the European Parliament and of the Council[1], especially for fine particulate matter and nitrogen oxides (NO_X). _____ 1. Directive (EU) 2024/2881 of the European Parliament and of the Council of	(6) Some of the current emission ~~test~~**testing** methods are inadequate for testing vehicles with modern air pollutant emission control technology and low baseline emissions. There is also potential to further reduce pollutant emissions through more appropriate tests and checks. Applying the best available**, proportionate and suitable testing** ~~test~~ methods would help Member States reach stricter air quality standards, namely the limit values for the protection of human health set by Directive (EU) 2024/2881 of the European Parliament and of the Council[1], especially for fine particulate matter and nitrogen oxides (NO_X).	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	23 October 2024 on ambient air quality and cleaner air for Europe (recast), (OJ L, 2024/2881, 20.11.2024, ELI: http://data.europa.eu/eli/dir/2024/2881/oj).	23 October 2024 on ambient air quality and cleaner air for Europe (recast), (OJ L, 2024/2881, 20.11.2024, ELI: http://data.europa.eu/eli/dir/2024/2881/oj).	_____ 1. Directive (EU) 2024/2881 of the European Parliament and of the Council of 23 October 2024 on ambient air quality and cleaner air for Europe (recast), (OJ L, 2024/2881, 20.11.2024, ELI: http://data.europa.eu/eli/dir/2024/2881/oj).	
Recital 7				
20	(7) The number of fatalities and serious injuries on Union roads remains at an unacceptably high level, with 20 400 deaths in 2023. Therefore, further action is required in order to reach the targets for road safety set out in EU road safety policy framework 2021-2030[1]. _____ 1. SWD(2019) 283 final https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf.	(7) The number of fatalities and serious injuries on Union roads remains ~~at an unacceptably high level, with 20 400~~***high, with 19 940*** deaths in ~~2023~~***2024, constituting a gradual decrease from 24 358 deaths in 2015***. Therefore, further ***tangible*** action is required in order to reach the targets for road safety set out in ***the*** EU road safety policy framework 2021-2030[1] ***and the long-term goal of reaching zero deaths by 2050 ("Vision Zero") through direct and meaningful measures, as endorsed by the European Parliament. This requires the continuous updating of vehicle safety rules and their effective enforcement, including the systematic detection of unsafe and non-compliant vehicles. In this context, periodic technical inspections constitute a key***	(7) The number of fatalities and serious injuries on Union roads remains at an unacceptably high level, with 20 400 deaths in 2023. Therefore, further action is required in order to reach the targets for road safety set out in EU road safety policy framework 2021-2030[1]. _____ 1. SWD(2019) 283 final https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf.	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		preventive tool within the Union's road safety policy. _____ 1. SWD(2019) 283 final https://transport.ec.europa.eu/system/files/2021-10/SWD2190283.pdf.		
Recital 8				
21	(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This has also been demonstrated by the number of Member States that already include motorcycles in their roadworthiness testing systems. As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm^3 is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception.	(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This has also been demonstrated by the number of Member States that already include motorcycles in their roadworthiness testing systems. ***Therefore, the testing of motorcycles with an engine capacity above 125 cm^3 should be mandatory. Member States should set appropriate intervals as well as areas, items and appropriate methods of testing.*** As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm^3 is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception ***due to the evidence showing that regular inspections of motorcycles are associated with significantly lower fatality rates***.	(8) Testing the roadworthiness of motorcycles has clear benefits for road safety. This has also been demonstrated by the number of Member States that already include motorcycles in their roadworthiness testing ~~systems. As a result, the current possibility of an opt-out for~~**regimes. Member States may exclude** motorcycles with an engine capacity above 125 cm^3 ~~is no longer appropriate, and~~**, or with a maximum continuous rated or net power above 11 kW, from obligatory** periodic **roadworthiness** testing ~~should be mandatory for such vehicles without exception~~**if they have put in place effective alternative road safety measures, such as roadside inspections**.	C; linked to line 62

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Recital 9				
22	(9) According to the feedback received from Member States and industry representatives, the current legal requirements aiming to ensure that the technical data needed to carry out periodic technical inspections are available to testing centres have proven to be ineffective. It is therefore necessary to specify that a minimum set of information should be made available free of charge and without undue delay to the competent authorities, which should then ensure that the testing centres authorised by them also have the required access.	(9) According to the feedback received from Member States and industry representatives, the current legal requirements aiming to ensure that the technical data needed to carry out periodic technical inspections are available to testing centres have proven to be ineffective. It is therefore necessary to specify that a minimum set of information should be made available free of charge and without undue delay to the competent authorities, which should then ensure that the testing centres authorised by them also have the required access. ***The Commission, in collaboration with relevant stakeholders within its expert group, should develop uniform and standardised requirements for such information to ensure a clear, consistent and harmonised approach, and to avoid overlapping with other data-access regulations. Furthermore, where testing facilities do not use data provided by the manufacturer or request additional data, the Commission***	(9) According to the feedback received from Member States and industry representatives, the current legal requirements aiming to ensure that the technical data needed to carry out periodic ~~technical inspections~~**roadworthiness tests** are available to testing centres have proven to be ineffective. It is therefore necessary to specify**, taking into account the communication requirements in Article 61 and Annex X of Regulation (EU) 2018/858,** that a minimum set of information should be made available free of charge and without undue delay to the competent authorities **or centralised data bodies tasked by the authorities of one or more Member States with managing access to that information**, which should then ensure that the testing centres ~~authorised by them~~ also have the required access.	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		should propose the necessary changes to requirements while ensuring that the administrative burden on manufacturers is minimised.		
Recital 10				
23	(10) The Member State of registration should recognise a temporary roadworthiness certificate issued by another Member State for a period of up to six months, provided that the subsequent periodic technical inspection is conducted in the Member State of registration. That will contribute to facilitating the free movement of people while respecting the basic requirement that vehicles are generally to be tested in the Member State of registration.	(10) The Member State of registration should recognise a temporary roadworthiness certificate ***for vehicles of categories M1 and N1*** issued by another Member State for a period of up to six months, provided that the subsequent periodic technical inspection is conducted in the Member State of registration. That will contribute to facilitating the free movement of people while respecting the basic requirement that vehicles are generally to be tested in the Member State of registration.	(10) **For M1 and N1 vehicles,** the Member State of registration should recognise ~~a~~**an EU** temporary roadworthiness certificate issued by another Member State for a period of ~~up to~~ six months, provided that the subsequent periodic ~~technical inspection~~**roadworthiness test** is conducted in the Member State of registration**. This means that the vehicle must return to the Member State of registration within the validity period of the EU temporary roadworthiness certificate to undergo the subsequent periodic roadworthiness test**. That will contribute to facilitating the free movement of people while respecting the basic requirement that vehicles are generally to be tested in the Member State of registration. **To ensure clarity on**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			the vehicle's status, the Member State undertaking the test shall communicate the test result within a short period of time via MOVE-HUB to the Member State of registration.	
Recital 11				
24	(11) For the same reason, a Member State of registration should be able to choose to recognise roadworthiness certificates issued by another Member State. If it does so, it should inform the other Member States and the Commission. The roadworthiness certificates concerned should be considered by all Member States as equivalent to certificates issued by the Member State of registration.	(11) ~~*For the same reason*~~***In order to facilitate the free movement of people***, a Member State of registration should be able to choose to recognise roadworthiness certificates issued by another Member State. If it does so, it should inform the other Member States and the Commission. The roadworthiness certificates concerned should be considered by all Member States as equivalent to certificates issued by the Member State of registration.	(11) For the same reason, a Member State of registration should be able to choose to recognise roadworthiness certificates issued by another Member State. If it does so, it should inform the other Member States and the Commission. The roadworthiness certificates concerned should be considered by all Member States as equivalent to certificates issued by the Member State of registration.	B
Recital 12				
25	(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. However, the effectiveness of the measure has been limited because the first	(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. However, the effectiveness of the measure has been limited because the first	(12) To combat fraud related to the mileage of used vehicles, recording odometer readings is included in periodic roadworthiness testing. **Odometer manipulation can impact road safety, as**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	test is only carried out four years after the first registration in most Member States and only every two years after that in many of them. To further tackle odometer fraud, Member States should ensure that odometer readings are taken whenever a service provider carries out maintenance or repair work on a vehicle and that the readings are recorded in a national database or register. Member States should make those readings available in an anonymised format to inspectors, the competent authorities and the holder of the registration certificate. In addition, Member States should require manufacturers to transmit the odometer readings of connected vehicles every three months. In order to enable consumers to detect odometer fraud before purchasing a vehicle, Member States should also inform consumers of the availability of odometer history to the holder of the registration certificate, in particular in the context of vehicle sales. To enhance the availability of statistics on vehicle use without additional reporting burden on	test ***for vehicles of categories M1 and N1*** is only carried out four years after the first registration in most Member States and only every two years after that in many of them. To further tackle odometer fraud, Member States should ensure that odometer readings are taken whenever a service provider carries out maintenance or repair work ***amounting to one hour or more*** on a vehicle ***of category M1 and N1*** and that the readings are recorded in a national database or ***vehicle*** register. ***In order to further increase the number of data points in a vehicle's odometer history, Member States should be allowed to require the recording of odometer readings also for maintenance or repair work of a shorter duration***. Member States should make those readings available in an anonymised format to inspectors, the competent authorities and the holder of the registration certificate. In addition, Member States should require manufacturers to transmit the odometer readings of connected	**buyers are misled about the level of wear and tear and thus about the maintenance needs, and the vehicle is likely to have missed the required maintenance.** However, the effectiveness of the measure has been limited because the first **roadworthiness test for vehicles of category M1 or N1**~~test~~ is only carried out four years after the first registration in most Member States and only every two years after that in many of them. ~~To further tackle odometer fraud~~**Building on additional experience in several Member States concerning various vehicle categories**, Member States should **at least** ensure that odometer readings are ~~taken~~**recorded** whenever ~~a service provider carries~~**repairers authorised by vehicle manufacturers carry** out maintenance or repair work on a vehicle **of category M1 or N1** and that the readings are recorded in a national database or **vehicle** register**. Authorised repairers operate within a manufacturer's distribution**	

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	national administrations, Member States should make the odometer readings available, in an anonymised form, to the national statistical institutes and to the Commission (Eurostat).	vehicles every three months. In order to enable consumers to detect odometer fraud before purchasing a vehicle, Member States should ~~*also inform consumers of*~~***provide for*** the availability of odometer history to the holder of the registration certificate, in particular in the context of vehicle sales. To enhance the availability of statistics on vehicle use without additional reporting burden on national administrations, Member States should make the odometer readings available, in an anonymised form, to the national statistical institutes and to the Commission (Eurostat).	**system. In order to further increase the number of data points in the odometer history of vehicles, Member States may provide recording access to that same national database or vehicle register to other service providers, in particular independent repair or maintenance workshops, and may also include other providers of reliable odometer reading, such as insurance companies or car rental companies**. Member States should make those readings available ~~in an anonymised format to inspectors,~~**to** the competent authorities and the holder of the registration certificate**, and should provide the odometer histories (data and/or assessment) to inspectors**. **(12a)** In addition, Member States should require manufacturers **or their representatives** to transmit the odometer readings of connected vehicles every three months**. As**	

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			Member States do not have direct access to those data, they are not responsible for the quality of the data. In order to enable consumers to detect odometer fraud before purchasing a vehicle, Member States should also inform consumers of the availability of odometer history to the holder of the registration certificate, in particular in the context of vehicle sales. **Member States may decide to charge an administrative fee when providing the odometer history to the holder of the registration certificate.** To enhance the availability of statistics on vehicle use without additional reporting burden on national administrations, Member States should make the odometer readings available~~, in an anonymised form,~~ to the national statistical institutes and to the Commission (Eurostat).	
Recital 12a				
25a		***(12a) Odometer fraud undermines consumer confidence and distorts competition in the***		C

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		internal market for used vehicles, particularly in cross-border transactions. Establishing access to the odometer history prior to purchase, could effectively prevent fraud. In line with the principle of subsidiarity, Member States should retain flexibility regarding the organisation and enforcement of their national systems while ensuring effective communication with prospective buyers.		
Recital 13				
26	(13) Although electric vehicles, including hybrid electric vehicles, have been in circulation for many years, and their numbers have been steadily increasing, there are no harmonised rules on the roadworthiness testing of the high-voltage systems of such vehicles, resulting in Member States developing different test protocols. To ensure the safe operation of such vehicles throughout their useful life and avoid conflicting testing practices in the Member States, relevant test items should be included in the minimum requirements for the contents of	(13) Although electric vehicles, including hybrid electric vehicles, have been in circulation for many years, and their numbers have been steadily increasing, there are no harmonised rules on the roadworthiness testing of the high-voltage systems of such vehicles, resulting in Member States developing different test protocols. To ensure the safe operation of such vehicles throughout their useful life and avoid conflicting testing practices in the Member States, relevant test items should be included in the minimum requirements for the contents of	(13) Although electric vehicles, including hybrid electric vehicles, have been in circulation for many years, and their numbers have been steadily increasing, there are no harmonised rules on the roadworthiness testing of the high-voltage systems of such vehicles, resulting in Member States developing different test protocols. To ensure the safe operation of such vehicles throughout their useful life and avoid conflicting testing practices in the Member States, relevant test items should be included in the minimum requirements for the contents of	(13) Although electric vehicles, including hybrid electric vehicles, have been in circulation for many years, and their numbers have been steadily increasing, there are no harmonised rules on the roadworthiness testing of the high-voltage systems of such vehicles, resulting in Member States developing different test protocols. To ensure the safe operation of such vehicles throughout their useful life and avoid conflicting testing practices in the Member States, relevant test items should be included in the minimum requirements for the contents of

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	and recommended methods for testing.	and recommended methods for testing.	and recommended methods for testing.	and recommended methods for testing.
Recital 13a				
26a			**(13a) To ensure correct testing of electric and hybrid electric vehicles, including the new advanced electronic systems, it is important that the inspectors are properly trained both during the initial and refresher training. To accomodate the testing of the various new types of vehicles and systems, Member States should have the possibility to authorise inspectors who have specialised in testing only specific types of vehicles or in performing only certain types of tests. Member States that wish to make use of this possibility should ensure that the certificate issued to those inspectors clearly indicates the inspector's limitation in carrying out roadworthiness tests.**	B
Recital 13b				
26b		***(13a) Vehicles should only be tested against the specific requirements laid down in the relevant vehicle approval legislation applicable at the time***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		of their first registration, first entry into service, or, where relevant, at the time of retrofitting. Where a vehicle function becomes inoperable for reasons beyond the control of the vehicle owner, such as the potential deactivation of eCall systems operating on 2G networks in certain Member States, the vehicle should not be deemed to have failed the inspection, as the cause of the malfunction lies outside the owner's responsibility.		
Recital 14				
27	(14) Regulation (EU) 2019/2144 of the European Parliament and of the Council[1] requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should be included in periodic and roadside inspections	(14) Regulation (EU) 2019/2144 of the European Parliament and of the Council[1] requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should ~~*be included in*~~***fall within the scope of*** periodic and	(14) **Today, modern vehicles incorporate many new advanced electronic systems to become safer and to assist the driver. Those systems may be non obligatory or obligatory for type approval where** Regulation (EU) 2019/2144 of the European Parliament and of the Council[1] requires the installation of a variety of advanced driver assistance systems, designed to avoid crashes and reduce casualties and severe injuries. However, the expected benefits	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU. _____ 1. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU)	roadside inspections to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU. ***Where appropriate, competent authorities should be able to consider visual checks or the verification of documents to be sufficient.*** _____ 1. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No	will not be achieved if these systems deteriorate over time or are subject to tampering. Therefore, those new electronic systems should be included in periodic **roadworthiness tests** and roadside inspections to ensure that they deliver their expected safety benefits. To ensure the safe operation of automated vehicles and the testing of electronic safety systems throughout their useful life, relevant items to be tested should be included in the minimum requirements concerning the contents of and recommended methods for testing set out in the respective Annexes to Directives 2014/45/EU and 2014/47/EU. _____ 1. Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) ~~No 78/2009~~**No 78/2009**, (EC) ~~No 79/2009 and (EC) No 661/2009~~**No 79/2009 and (EC)**	

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: http://data.europa.eu/eli/reg/2019/2144/oj) .	406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: http://data.europa.eu/eli/reg/2019/2144/oj) .	**No 661/2009** of the European Parliament and of the Council and Commission Regulations (EC) ~~No 631/2009~~**No 631/2009**, (EU) ~~No 406/2010~~**No 406/2010**, (EU) ~~No 672/2010, (EU) No 1003/2010~~**No 672/2010**, (EU) ~~No 1005/2010~~**No 1003/2010**, (EU) ~~No 1008/2010~~**No 1005/2010**, (EU) ~~No 1009/2010, (EU) No 19/2011~~**No 1008/2010**, (EU) ~~No 109/2011~~**No 1009/2010**, (EU) ~~No 458/2011~~**No 19/2011**, (EU) ~~No 65/2012~~**No 109/2011**, (EU) ~~No 130/2012, (EU) No 347/2012~~**No 458/2011**, (EU) ~~No 351/2012~~**No 65/2012**, (EU) ~~No 1230/2012~~**No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012** and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: ~~http://data.europa~~**).eu/eli/reg/2019/2144/oj** ~~).~~	
Recital 14a				
27a		***(14a) In light of the increasing integration of electronic safety systems in modern vehicles, it is important to assess their contribution to road safety and environmental performance. In order to ensure that periodic technical inspections remain effective, proportionate and adapted to technological developments, the Commission should review the items listed in***		C

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		Annex I, point 3, including electronic safety systems, taking into account their impact, as well as the costs and benefits of their inspection. On the basis of that review, the Commission should evaluate the necessity and proportionality of including such items in vehicle inspections and identify ways to make inspection requirements more efficient, effective and future-proof, with a view to improving road safety. Where appropriate, the Commission should propose the necessary measures.		
Recital 15				
28	(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_X and fine particles, the current testing methods for exhaust emissions are not adapted to more recent vehicles and technologies. Commission Recommendation (EU) 2023/688[1] was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair	(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_X and fine particles, the current testing methods for exhaust emissions are not adapted to more recent vehicles and technologies. Commission Recommendation (EU) 2023/688[1] was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair	(15) While road transport contributes to significant shares of harmful air pollutant emissions in particular NO_X and fine particles, the current testing methods for exhaust emissions are not adapted to more recent vehicles and technologies. Commission Recommendation (EU) 2023/688[1] was a first step in harmonising particle number measurement during roadworthiness testing. In the interests of public health, environmental protection and fair	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_X. _____ 1. Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: http://data.europa.eu/eli/reco/2023/688/oj) .	competition, the relevant items to be tested during periodic technical inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_X***, using appropriate and cost-efficient methods of testing, the feasibility and effectiveness of which have been duly assessed***. _____ 1. Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: http://data.europa.eu/eli/reco/2023/688/oj) .	competition, the relevant items to be tested during periodic ~~technical~~**roadworthiness tests and roadside** inspections set out in the annexes to Directives 2014/45/EU and 2014/47/EU should now include particle number measurement and the measurement of NO_X. _____ 1. Commission Recommendation (EU) 2023/688 of 20 March 2023 on particle number measurement for the periodic technical inspection of vehicles equipped with compression ignition engines, (OJ L 90, 28.3.2023, p. 46, ELI: http://data.europa.eu/eli/reco/2023/688/oj).	
Recital 15a				
28a			**(15a) For the measuring of NOx from compression ignition engine vehicles at periodic roadworthiness testing, the Commission should specify through implementing acts the requirements for the preconditioning of vehicles, based on studies confirming the suitability of methods, and which EURO standards should be included in the scope, before**	C

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			these vehicles can be included in the scope of emission testing. Measuring of NOx from compression ignition engine vehicles at roadside checks can be performed easier as vehicles are selected and warm for testing. In case that follow-up is foreseen to take place in a testing centre performing roadworthiness tests, that follow-up depends on the implementation of the suitable emission testing methods in accordance with the implementing acts.	
Recital 15b				
28b		***(15a) The inclusion of particle number (PN) and nitrogen oxides (NOx) measurements in periodic roadworthiness testing could make an important contribution to improved air quality. However, in accordance with the principles of subsidiarity and proportionality, the introduction and application of such measurements should take due account of national circumstances, technical readiness and efficiency of***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		testing, economic impacts and the availability of appropriately qualified personnel. Member States should therefore retain the discretion to decide whether and to what extent such testing is applied, in particular in the absence of fully harmonised requirements at Union level for measurement equipment, calibration procedures and operational conditions, as well as where shortages of suitably trained engineers or inspectors on the labour market could affect effective implementation. Where Member States apply PN or NOx testing, sufficient implementation periods should be provided to allow testing centres, including small and medium-sized inspection centres, to adapt in a technically sound and economically proportionate manner, including by training or recruiting qualified staff, while avoiding market distortions and ensuring consistent and reliable testing.		
Recital 15c				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
28c			**(15b) Regarding particle number (PN) measurement for positive ignition engine vehicles, the Commission should specify the methods for measurements and limit values through implementing acts before they can be included in the scope of emission testing. The Commission may specify the method, limit values, and which EURO standards should be included for measuring NOx from positive ignition engines through implementing acts.**	C
Recital 15d				
28d				
Recital 15d				
28e		***(15b) Recall campaigns in accordance with Regulations (EU) 2018/858 and (EU) 2023/988 depend on follow-up by vehicle owners or the holders of registration certificates to be effective. Roadworthiness tests could reinforce the follow-up on mandatory recall campaigns in cases where the identified deficiency presents a serious risk to the safety and health of***	**(15c) Recall campaigns for vehicles in accordance with Regulation (EU) 2018/858 on the approval and market surveillance of motor vehicles and their trailers, and with Regulation (EU) 2023/988 on general product safety, depend on follow-up by vehicle owners or the holders of the registration certificate**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		persons or the environment. Therefore, a link between recall campaigns and roadworthiness testing should be established. Vehicles with unresolved mandatory safety recalls assessed as major or dangerous should not pass their roadworthiness test until the underlying issue has been rectified and verified.	**to be effective. Roadworthiness tests could facilitate vehicle recall campaigns in case the deficiency which has led to the campaign represents a serious risk to safety or health of persons on board or of other road users or the environment. Therefore, a link between recall campaigns and roadworthiness tests should be established. Through this link Member States should have the possibility to determine whether a particular recall campaign is to be subject to roadworthiness testing, and to classify the deficiency, which has caused the recall campaign, as a major or dangerous deficiency. The classification of the deficiency may affect the outcome of the roadworthiness test and may result in the vehicle being deemed to have failed the test until the deficiency has been rectified and its rectification has been verified at a subsequent roadworthiness test.**	
Recital 15e				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
28f		***(18a) Where vehicles have been recalled due to safety or emission-related reasons, testing centres should have access to and be provided with the relevant information in order to carry out checks during the following periodic technical inspections.***	**(15d) The establishment of the link between recall campaigns and roadworthiness testing depends on a reliable and up-to-date flow of information from manufacturers to the competent authorities and subsequently to the testing centres. That link is without prejudice to the rules ensuring that the vehicle owner or the holder of the registration certificate has been properly informed of the recall campaign and has been given the opportunity to present the vehicle for verification and repair, and does not alter, or transfer to public authorities, the responsibilities of manufacturers and other economic operators in the supply chain to take appropriate corrective measures, including recalling vehicles, where a vehicle, system, component or separate technical unit presents a serious risk to safety or health of persons on board or of other road users or the environment.**	B
Recital 16				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
29	(16) Older vehicles tend to have more defects, are more frequently involved in crashes, and represent a higher proportion of high-emitting vehicles. Inspecting older cars and light commercial vehicles annually can contribute significantly to reducing crashes and harmful emissions. Cars and light commercial vehicles should therefore be inspected annually at the latest after 10 years from the date of first registration.	*deleted*	*deleted*	C
Recital 17				
30	*(17)* Furthermore, since light commercial vehicles are used more intensively than private cars, often in densely populated areas, they should be inspected for emissions annually after one year from the date of first registration.	*deleted*	*deleted*	C
Recital 18				
31	*(18)* In addition to scheduled periodic technical inspections, vehicles should also be subject to a roadworthiness test if the safety or environmental systems and components of the vehicle have been significantly altered or modified. This includes cases where there is a change of vehicle	(18) In addition to scheduled periodic technical inspections, vehicles should also be subject to a roadworthiness test if the safety or environmental systems and components of the vehicle have been significantly altered or modified. This includes cases where there is a change of vehicle	(18) In addition to scheduled periodic ~~technical inspections~~**roadworthiness tests**, vehicles should also be subject to a roadworthiness test if the safety or environmental systems and components of the vehicle have been significantly altered or modified. This includes cases	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	category or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel.	category or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel.	where there is a change of vehicle category or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel**, or a change to the driving system. This does not prevent or restrict national regulation on approval of modified or altered vehicles registered in the respective Member State.**	
Recital 18a				
31a		NOTE: EP amendment recital 18a placed in line 28f for easier comparison		
Recital 18a				
31b		***(18b) Member States should ensure testing centres do not view re-testing as an opportunity to recoup costs and ensure retesting is only carried out when necessary, in the case of major or dangerous deficiencies.***		C
Recital 19				
32	(19) To facilitate the digital transition and to reduce costs for testing centres, roadworthiness	(19) To facilitate the digital transition and to reduce costs for testing centres, roadworthiness	(19) To facilitate the digital transition and to reduce costs for testing centres, roadworthiness	A

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	certificates should be issued in a standardised electronic format. A paper printout of the roadworthiness certificate should also be issued to the person who presented the vehicle for testing upon request. Member States should accept both formats when the ownership of the vehicle is changed or when the vehicle is re-registered in another Member State. For similar reasons, the report of the more detailed roadside inspection should be issued in electronic format.	certificates should be issued in a standardised electronic format. A paper printout of the roadworthiness certificate should also be issued to the person who presented the vehicle for testing upon request. Member States should accept both formats when the ownership of the vehicle is changed or when the vehicle is re-registered in another Member State. For similar reasons, the report of the more detailed roadside inspection should be issued in electronic format.	certificates should be issued in a standardised electronic format. A paper printout of the roadworthiness certificate should also be issued to the person who presented the vehicle for testing upon request. Member States should accept both formats when the ownership of the vehicle is changed or when the vehicle is re-registered in another Member State. ~~For similar reasons,~~**This also applies to** the report of the more detailed roadside inspection ~~should be issued in electronic format~~.	
Recital 20				
33	(20) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. In line with the principle of data protection by default, verification techniques not requiring transmission of personal data on individual certificates should be	(20) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. In line with the principle of data protection by default, verification techniques not requiring transmission of personal data on individual certificates should be	(20) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. In line with the principle of data protection by default, verification techniques not requiring transmission of personal data on individual certificates should be	(20) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. In line with the principle of data protection by default, verification techniques not requiring transmission of personal data on individual certificates should be

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	employed for the verification of roadworthiness certificates. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).	employed for the verification of roadworthiness certificates. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).	employed for the verification of roadworthiness certificates. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).	employed for the verification of roadworthiness certificates. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).
Recital 21				
34	(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	(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	(21) To provide for adequate follow-up of deficiencies where a vehicle fails a periodic ~~technical inspection~~**roadworthiness test** due to one or more major **or dangerous** deficiencies in a Member State other than the Member State of registration, the result of the test and the deadline for the subsequent test should be notified to the Member State of registration and recorded in the vehicle register. The deadline for the subsequent test should be no more than two months and should take place in either Member State. In addition, when a vehicle has failed the periodic ~~technical inspection~~**roadworthiness test** due to one or more dangerous deficiencies, to avoid immediate	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's authorisation for use in road traffic, until the deficiencies are rectified ***and verified upon a further roadworthiness test either in the Member State that initiated the suspension or in the Member State of registration. The competent authority concerned should issue a new roadworthiness certificate without undue delay after the deficiency is rectified***. The suspension should be recorded in the vehicle register of the Member State of registration.	risks to road safety or the environment, the Member State or competent authority should be able to decide that the vehicle in question is not to be used on public roads and request the Member State of registration to suspend the vehicle's authorisation for use in road traffic, until the deficiencies are rectified **and the rectification has been verified at a subsequent roadworthiness test**. The suspension should be recorded in the vehicle register of the Member State of registration.	
Recital 22				
35	(22) Tampering or manipulating any component of a vehicle should be considered to be a major or dangerous deficiency and therefore should be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.	(22) Tampering or manipulating ~~*any*~~***of a safety or emission-control*** component***, silencer or high-voltage system*** of a vehicle should be considered to be a major or dangerous deficiency and therefore should be punishable by effective,	(22) Tampering or manipulating ~~any component~~ of a vehicle**'s emission control system, high-voltage system, silencer, or safety-related systems** should be considered to be a major or dangerous deficiency and therefore should be punishable by effective,	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		proportionate, dissuasive and non-discriminatory penalties.	proportionate, dissuasive and non-discriminatory penalties.	
Recital 23				
36	(23) The current requirements set out in Directives 2014/45/EU and 2014/47/EU for Member States to cooperate with each other when implementing those Directives do not enable Member States to check a vehicle's legal and technical status in cross-border situations. To ensure greater effectiveness, including in such situations, Member States should assist one another in implementing the Directive more systematically. Therefore, it is necessary to set out rules on the exchange of information and vehicle data to allow Member States to consult each other's vehicle registers and roadworthiness databases, including the content of roadworthiness certificates and technical roadside inspection reports.	(23) The current requirements set out in Directives 2014/45/EU and 2014/47/EU for Member States to cooperate with each other when implementing those Directives do not enable Member States to check a vehicle's legal and technical status in cross-border situations. To ensure greater effectiveness, including in such situations, Member States should assist one another in implementing the Directive more systematically. Therefore, it is necessary to set out rules on the exchange of information and vehicle data to allow Member States to consult each other's vehicle registers and roadworthiness databases, including the content of roadworthiness certificates and technical roadside inspection reports.	(23) The current requirements set out in Directives 2014/45/EU and 2014/47/EU for Member States to cooperate with each other when implementing those Directives do not enable Member States to check a vehicle's legal and technical status in cross-border situations. To ensure greater effectiveness, including in such situations, Member States should assist one another in implementing the ~~Directive~~**Directives** more systematically. Therefore, it is necessary to set out rules on the exchange of information and vehicle data to allow Member States to consult each other's vehicle registers and roadworthiness databases, including the content of roadworthiness certificates and technical roadside inspection reports. **That exchange should cover as well the certificate**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			of conformity issued under Regulation (EU) 2018/858. Member States may ensure data access according to the rules on data exchange established in that Regulation.	
Recital 24				
37	(24) For the exchange of information on vehicles registered in the Union, the MOVE-HUB message exchange platform has been developed by the Commission to interconnect Member States' national electronic registers[1]. The platform currently hosts the interconnection of road transport undertaking registers (ERRU), driving licence registers (RESPER), professional driver training registers (ProDriveNet), tachograph driver card registers (TACHOnet), and the notification of vehicle roadside inspection failures (RSI)[2]. _____ 1. Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 (OJ L 87, 2.4.2016, p. 4. ELI:	(24) For the exchange of information on vehicles registered in the Union, the MOVE-HUB message exchange platform has been developed by the Commission to interconnect Member States' national electronic registers[1]. The platform currently hosts the interconnection of road transport undertaking registers (ERRU), driving licence registers (RESPER), professional driver training registers (ProDriveNet), tachograph driver card registers (TACHOnet), and the notification of vehicle roadside inspection failures (RSI)[2]. _____ 1. Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 (OJ L 87, 2.4.2016, p. 4. ELI:	(24) For the exchange of information on vehicles registered in the Union, the MOVE-HUB message exchange platform has been developed by the Commission to interconnect Member States' national electronic registers[1]. The platform currently hosts the interconnection of road transport undertaking registers (ERRU), driving licence registers (RESPER), professional driver training registers (ProDriveNet), tachograph driver card registers (TACHOnet), and the notification of vehicle roadside inspection failures (RSI)[2]. _____ 1. Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 (OJ L 87, 2.4.2016, p. 4. ELI:	(24) For the exchange of information on vehicles registered in the Union, the MOVE-HUB message exchange platform has been developed by the Commission to interconnect Member States' national electronic registers[1]. The platform currently hosts the interconnection of road transport undertaking registers (ERRU), driving licence registers (RESPER), professional driver training registers (ProDriveNet), tachograph driver card registers (TACHOnet), and the notification of vehicle roadside inspection failures (RSI)[2]. _____ 1. Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 (OJ L 87, 2.4.2016, p. 4. ELI:

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	http://data.europa.eu/eli/reg_impl/2016/480/oj). 2. Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).	http://data.europa.eu/eli/reg_impl/2016/480/oj). 2. Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).	http://data.europa.eu/eli/reg_impl/2016/480/oj). 2. Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).	http://data.europa.eu/eli/reg_impl/2016/480/oj). 2. Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2017/2205/oj).
Recital 25				
38	(25) The functionalities of the MOVE-HUB should be extended to enable the necessary exchange of information and vehicle data for the purposes of Directives 2014/45/EU and 2014/47/EU. Member States should therefore connect their electronic systems containing information on roadworthiness certificates and odometer history to MOVE-HUB. The exchange of information and data through the MOVE-HUB should be operational within one year after the adoption of the corresponding implementing acts pursuant to Article 16 of Directive 2014/45/EU and Article 18a of Directive 2014/47/EU.	(25) The functionalities of the MOVE-HUB should be extended to enable the necessary exchange of information and vehicle data for the purposes of Directives 2014/45/EU and 2014/47/EU. Member States should therefore connect their electronic systems containing information on ***roadworthiness certificates, EU temporary*** roadworthiness certificates and odometer history to MOVE-HUB. The exchange of information and data through the MOVE-HUB should be operational within one year after the adoption of the corresponding implementing acts pursuant to Article 16 of Directive 2014/45/EU and Article 18a of Directive 2014/47/EU.	(25) The functionalities of the MOVE-HUB should be extended to enable the necessary exchange of information and vehicle data for the purposes of Directives 2014/45/EU and 2014/47/EU. Member States should therefore connect their electronic systems containing information on roadworthiness certificates**, EU temporary roadworthiness certificates** and odometer history to MOVE-HUB **for the purpose of exchanging messages. Member States may continue to use their own applications or third party applications, including the European Vehicle and Driving Licence Information System (EUCARIS), to connect to the**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			MOVE-HUB electronic system. The exchange of information and data through the MOVE-HUB should be operational within ~~one year~~**two years** after the adoption of the corresponding implementing acts pursuant to Article 16 of Directive 2014/45/EU and Article 18a of Directive 2014/47/EU.	
Recital 26				
39	(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.	(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.	(26) Crises brought about by serious events, occurring inside or outside the Union, may significantly disrupt the operation of its roadworthiness system. During times of crisis, Member States should be able to extend the validity of roadworthiness certificates, including **EU** temporary roadworthiness certificates. Subject to the Commission's authorisation, Members States should be allowed to extend the administrative validity of expiring roadworthiness certificates and **EU** temporary roadworthiness certificates by six months. Where the crisis persists, it should be	A

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			possible to further extend the validity.	
Recital 27				
40	(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections.	(27) Given the increased number of light commercial vehicles in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles should also be subject to roadside inspections. ***To ensure a proportionate and gradual approach, minimum levels of roadside inspections should be established at Union level and increased over time. The progressive increase of inspection targets for vehicles of category N1 should support Member States in developing the necessary administrative, technical and operational capacities to effectively carry out roadside inspections. At the same time, Member States should retain flexibility in the implementation of those requirements, taking into account national circumstances. In***	(27) **Light commercial vehicles of category N1 are used more intensively than private cars, often in densely populated areas.** Given the increased number of light commercial vehicles **in category N1** in circulation within the Union, to promote a level playing field for commercial operators across the Union and to further improve their safety and environmental performance, light commercial vehicles **of category N1** should also be subject to roadside inspections.	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		particular, where Member States implement effective screening systems for air pollutant emissions that cover a significant share of the vehicle fleet, corresponding to at least 20% of that fleet, they should be allowed to derogate from the minimum inspection levels. Furthermore, in order to avoid an unnecessary administrative burden and duplication of checks, Member States should be able, by way of derogation, to limit roadside inspections of light commercial vehicles, that have undergone a periodic technical inspection within the preceding 12 months.		
Recital 28				
41	(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	(28) For roadside inspections, the screening of the ***vehicle*** exhaust emissions ~~*of large numbers of vehicles by using*~~***through the use of*** remote sensing ~~*equipment is*~~***technologies can constitute*** an effective measure for identifying ***potentially*** high-emitting vehicles. ~~*It increases*~~***Such screening can significantly increase*** detection rates ~~*significantly*~~ compared to	(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~~**Experience in some Member States has demonstrated that the** detection rates **increase** significantly compared to mandatory ~~test~~**testing**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	~~*mandatory test*~~***conventional inspection*** methods ***and allows vehicles to be assessed under real driving conditions***. Member States should therefore ***be able to use such technologies***~~*use remote sensing equipment systematically*~~ to screen~~*large shares of*~~ the vehicle fleet in real ~~*on-road*~~***world*** conditions ***during their operation in road traffic, and in accordance with the principle of technological neutrality. Screening results should be considered indicative only and should not in themselves constitute confirmation of non-compliance. A***~~*. One*~~ single~~*remote sensing*~~ measurement indicating ~~*high*~~ emissions above ~~*the legal limits could be related*~~***applicable thresholds can relate*** to various factors, such as temporary acceleration or a cold engine. However, multiple measurements systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering. Since such defects and modifications generate	methods. ~~Member States should therefore use~~ Remote sensing equipment **can be used** systematically to screen large shares of the vehicle fleet in real on-road conditions. ~~One~~**Vehicle emissions are dynamic, with emission peaks occurring more frequently in specific conditions, such as during cold starts. A** single **stationary** 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~~**can successfully indicate a high-emitting vehicle which is defect or tampered. Depending on the magnitude of the measured exceedance**, multiple **stationary remote sensing** measurements ~~systematically indicating significantly higher-than-average emissions could indicate a faulty emission control system or unauthorised modifications, such as tampering~~**may be required to confirm a vehicle to be a high emitter**. Since such defects and modifications generate excessive emissions that pose risks to human	

Right to Know

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		excessive emissions that pose risks to human health and the environment, they should be repaired, and any tampering should be sanctioned. ***Remote sensing technologies serve as a screening tool and do not replace roadside inspections. Vehicles flagged through remote measurements should be subject to further verification. The Commission should, on the basis of information provided by Member States, identify best practices and should be able to issue recommendations, including on emission thresholds, measurement accuracy and the use of repeated measurements, while ensuring the protection of personal data.***	health and the environment, they should be repaired, and any tampering should be sanctioned.	
Recital 28a				
41a		EP amendment comparable to Council amendment recital 28: see recital 29	**(28a) Remote sensing cannot substitute a roadside inspection, but can be used to select vehicles for further roadside inspection. The verification of the remote sensing measurements may either take place as a roadside inspection immediately after a remote sensing measurement or**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			in a roadworthiness testing centre. Given that remote sensing identifies high-emitting vehicles irrespective of their Member State of registration, the Member State which identified the vehicle and the Member State of registration should cooperate to ensure adequate follow-up, based on harmonised values for high-emitting vehicles.	
Recital 28b				
41b			**(28b) The verification at the roadside or in an inspection centre should follow the test methods set out in items 8.1 and 8.2 of Annex II to Directive 2014/47/EU and of Annex I to Directive 2014/45/EU, respectively. This means, for example, that where a diesel car or light commercial vehicle of category N1 equipped with a Euro 5b engine or newer or a Euro VI heavy commercial vehicle or coach is suspected to emit fine particles above the legal limit at the time of their approval, their emissions**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			should be verified using particle number measurement in accordance with item 8.2.3.1 in the relevant Annex. For diesel vehicles without particle filter, the emissions will be verified using opacity measurement. Verification of NOx emissions of diesel vehicles follows the new method of measurement in accordance with item 8.2.3.3 in the relevant Annex. Member States should determine the method of verification of exhaust emissions for L-category vehicles. Noise emission should be verified using a sound level meter.	
Recital 29				
42	(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	(29) ***Vehicles identified as potentially high-emitting through*** ~~*As a result, such*~~ screening ~~*by remote sensing*~~ should ~~*form part of each Member State's roadside*~~***be subject to appropriate follow-up, including further technical*** inspection ~~*system. For the screening to be effective, each Member State should screen the equivalent of at least 30% of its*~~	*deleted* *Council amendment comparable to EP amendment recital 29: see recital 28a*	*C*

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	~~*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*~~***and, where necessary,*** ***at an*** inspection ~~*immediately after a remote sensing measurement or in a roadworthiness testing*~~ centre ~~*in the Member State of registration. For*~~***to verify compliance. Where such*** vehicles ***are*** registered in another Member State, ~~*the*~~***cooperation between*** competent ~~*authority where the remote sensing measurement took place*~~***authorities*** should ~~*notify the measurement result and the result of any subsequent roadside inspection to the competent authority of Member State of registration*~~***ensure that the relevant information is communicated and appropriate follow-up action is taken***.		
Recital 29a				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
42a		***(29a) In order to allow Member States sufficient time to develop and deploy appropriate technologies and administrative frameworks for the screening of vehicles for air pollutant emissions, they should apply the relevant provisions by [three years after the entry into force of this Directive].***		C
Recital 30				
43	(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. ***Follow-up testing***	(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~~**. In addition, Member**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		should be limited to intelligence-led and risk-rating based inspections, with clear rules on infringement interpretation, sanctions, and liability	**States should carry out initial technical roadside inspections of light commercial vehicles of category N1 corresponding to at least 10% of the total number of initial technical roadside inspections of heavy commercial vehicles**.	
Recital 30a				
43a		***(30a) Member States should invest in more frequent and better-targeted roadside inspections of heavy commercial vehicles and light commercial vehicles of category N1. To that end, they should ensure that competent authorities are equipped with adequate financial and human resources, including sufficiently trained personnel, so that infringements can be detected in a reliable way and offenders held accountable.***		C
Recital 31				
44	(31) To promote digital transformation and to reduce costs in the transport sector, Member States should require their competent authorities to accept electronic evidence of roadside inspections.	(31) To promote digital transformation and to reduce costs in the transport sector, Member States should require their competent authorities to accept electronic evidence of roadside inspections.	(31) To promote digital transformation and to reduce costs in the transport sector, Member States should require their competent authorities to accept electronic evidence of roadside inspections.	(31) To promote digital transformation and to reduce costs in the transport sector, Member States should require their competent authorities to accept electronic evidence of roadside inspections.

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Recital 32				
45	(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) Given that inadequate or dangerous cargo securing can pose a serious threat to road safety and to the environment, ***visual*** inspections of cargo securing should be a mandatory part of roadside inspections in all Member States. ***Where risks or deficiencies are detected, a more detailed inspection may follow. Common standards for inspecting cargo securing should take into account the 2014 Best Practices Guidelines on Cargo Securing for Road Transport, enabling a consistent and effective approach across the Union.***	(32) ~~Given that inadequate or dangerous cargo~~ Securing ~~can pose a serious threat to~~**of cargo is crucial for** road safety ~~and to the environment, inspections~~**. A visual assessment** of cargo securing should be a mandatory part of **the initial** roadside inspections in all Member States. **A more detailed inspection of cargo securing may follow based on the outcome of the initial roadside inspection.**	B
Recital 33				
46	(33) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: (a) the set of technical information and data necessary for roadworthiness testing that must be made available to the competent authorities, (b) interoperability features and security measures applicable to the QR codes	(33) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: (a) the set of technical information and data necessary for roadworthiness testing that must be made available to the competent authorities, (b) interoperability features and security measures applicable to the QR codes	(33) To ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: (a) the set of technical information and data necessary for roadworthiness testing that must be made available to the competent authorities, (b) interoperability features and security measures applicable to the QR codes	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	introduced on roadworthiness certificates, (c) the necessary features and requirements for the format and content of the information and data to be exchanged, and (d) the format in which the data on periodic testing and roadside inspections are to be communicated. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	introduced on roadworthiness certificates, (c) the necessary features and requirements for the format and content of the information and data to be exchanged, and (d) the format in which the data on periodic testing and roadside inspections are to be communicated. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	introduced on roadworthiness certificates, (c) the necessary features and requirements for the format and content of the information and data to be exchanged, ~~and~~ (d) the format in which the data on periodic testing and roadside inspections are to be communicated**, (e) the requirements for the preconditioning of vehicles, and specify which EURO standards should be included for the nitrogen oxides (NOx) measurement of compression ignition engines in roadworthiness testing centres, (f) specify methods and limit values for the particle number (PN) measurement and for the nitrogen oxides (NOx) measurement of positive ignition engines, and (g) set the common limits for exhaust or noise emissions or both that should be used to identify, through remote sensing, high-emitting vehicles when such identification should result in cross-border follow-up**. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the	

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	
Recital 34				
47	(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, 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 NO_X 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	(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, 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 NO_X 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	*deleted*	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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[1]. 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. _____ 1. OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinstit/2016/512/oj.	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[1]. 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. _____ 1. OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinstit/2016/512/oj.		
Recital 35				
48	*(35)* The objectives of this Directive, namely, to improve road safety, facilitate the free movement of persons and reduce pollutant emissions cannot be sufficiently achieved by the Member States acting alone as national rules governing those vehicle checks would lead to	(35) The objectives of this Directive, namely, to improve road safety, facilitate the free movement of persons and reduce pollutant emissions cannot be sufficiently achieved by the Member States acting alone as national rules governing those vehicle checks would lead to	(35) The objectives of this Directive, namely, to improve road safety, facilitate the free movement of persons and reduce pollutant emissions cannot be sufficiently achieved by the Member States acting alone as national rules governing those vehicle checks would lead to	A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	diverging requirements. Consequently, such objectives are better achieved at Union level by laying down minimum common requirements and harmonised rules concerning periodic technical inspections and technical roadside inspections of vehicles circulating within the Union. Therefore, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	diverging requirements. Consequently, such objectives are better achieved at Union level by laying down minimum common requirements and harmonised rules concerning periodic technical inspections and technical roadside inspections of vehicles circulating within the Union. Therefore, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	diverging requirements. Consequently, such objectives are better achieved at Union level by laying down minimum common requirements and harmonised rules concerning periodic ~~technical inspections~~**roadworthiness tests** and technical roadside inspections of vehicles circulating within the Union. Therefore, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	
Recital 36				
49	(36) Although data on the operation of roadworthiness testing regimes is available at national level, such data is not available at Union level. That lack of data hampers the analysis and evaluation of the roadworthiness testing system. To address those shortcomings, Member States should, in the implementation of Directive 2014/45/EU, report	(36) Although data on the operation of roadworthiness testing regimes is available at national level, such data is not available at Union level. That lack of data hampers the analysis and evaluation of the roadworthiness testing system. To address those shortcomings, Member States should, in the implementation of Directive 2014/45/EU, report	(36) ~~Although data on the operation of roadworthiness testing regimes is available at national level, such data is not available at Union level. That lack of data hampers the analysis and evaluation of the roadworthiness testing system. To address those shortcomings,~~ Member States should, in the implementation of Directive 2014/45/EU, report	C

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	regularly to the Commission key data on the number of testing centres in each Member State, the total number of vehicles inspected per category, the areas checked, the items failed, and information on roadworthiness tests conducted on vehicles registered in another Member State. On roadside inspections, the current reporting obligations on Member States should be reduced and simplified, with less frequent reporting required.	regularly to the Commission key data on the number of testing centres in each Member State, the total number of vehicles inspected per category, the areas checked, the items failed, and information on roadworthiness tests conducted on vehicles registered in another Member State. On roadside inspections, the current reporting obligations on Member States should be reduced and simplified, with less frequent reporting required.	regularly to the Commission key data on the ~~number of testing centres in each Member State, the~~ total number of vehicles inspected per category, the areas checked~~,~~ **and** the items failed~~, and information on roadworthiness tests conducted on vehicles registered in another Member State~~. On roadside inspections, ~~the current reporting obligations on Member States should be reduced and simplified, with~~ less frequent reporting **is** required.	
Recital 37				
50	(37) To minimise the administrative burden while ensuring the usefulness of the reported information, Member States should report on the implementation of Directives 2014/45/EU and 2014/47/EU every three years.	(37) To minimise the administrative burden while ensuring the usefulness of the reported information, Member States should report on the implementation of Directives 2014/45/EU and 2014/47/EU every three years.	(37) To minimise the administrative burden while ensuring the usefulness of the reported information, Member States should report on the implementation of Directives 2014/45/EU and 2014/47/EU every three years.	(37) To minimise the administrative burden while ensuring the usefulness of the reported information, Member States should report on the implementation of Directives 2014/45/EU and 2014/47/EU every three years.
Recital 38				
51	(38) The roadworthiness system has a direct impact on road safety, noise and emissions and should therefore be reviewed periodically. On the basis of the input from Member States' authorities, the Commission	(38) The roadworthiness system has a direct impact on road safety, noise and emissions and should therefore be reviewed periodically. On the basis of the input from Member States' authorities, the Commission	(38) The roadworthiness system has a direct impact on road safety, noise and emissions and should therefore be reviewed periodically. On the basis of the input from Member States' authorities, the Commission	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	should report to the European Parliament and Council on the effectiveness of the provisions of Directive 2014/45/EU, including those on the scope, frequency of testing and recognition of temporary roadworthiness certificates, and Directive 2014/47/EU, including that on remote sensing.	should report to the European Parliament and Council on the effectiveness of the provisions of Directive 2014/45/EU, including those on the scope, frequency of testing and recognition of temporary roadworthiness certificates, and Directive 2014/47/EU, including that on remote sensing.	should report to the European Parliament and Council on the effectiveness of the provisions of Directive 2014/45/EU, including those on the scope, frequency of testing and recognition of **EU** temporary roadworthiness certificates, and Directive 2014/47/EU~~, including that on~~**. A special emphasis should be placed on the experience gained with** remote sensing**, with a view to its general incorporation into the roadworthiness system, where appropriate**.	
Recital 39				
52	(39) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].	(39) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].	(39) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].	(39) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].
Recital 40				
53	(40) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition	(40) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition	(40) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition	(40) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.	measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.	measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.	measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.
Recital 41				
54	(41) Directive 2014/45/EU and 2014/47/EU should therefore be amended accordingly,	(41) Directive 2014/45/EU and 2014/47/EU should therefore be amended accordingly,	(41) Directive 2014/45/EU and 2014/47/EU should therefore be amended accordingly,	(41) Directive 2014/45/EU and 2014/47/EU should therefore be amended accordingly,
Formula				
55	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:
Article 1				
56	Article 1 Amendments to Directive 2014/45/EU	Article 1 Amendments to Directive 2014/45/EU	Article 1 Amendments to Directive 2014/45/EU	Article 1 Amendments to Directive 2014/45/EU
Article 1, first paragraph				
57	Directive 2014/45/EU is amended as follows:	Directive 2014/45/EU is amended as follows:	Directive 2014/45/EU is amended as follows:	Directive 2014/45/EU is amended as follows:
Article 1, first paragraph, point (1)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
58	(1) Article 2 is amended as follows:	(1) Article 2 is amended as follows:	(1) Article 2 is amended as follows:	(1) Article 2 is amended as follows:
Article 1, first paragraph, point (1)(a)				
59	(a) in paragraph 1, the sixth indent is replaced by the following:	(a) in paragraph 1, the sixth indent is replaced by the following:	(a) in paragraph 1, the sixth indent is replaced by the following:	(a) in paragraph 1, the sixth indent is replaced by the following:
Article 1, first paragraph, point (1)(a), amending provision, first paragraph				
60	‘ – two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm^3, or with a maximum continuous rated or net power above 11 kW;	‘ – two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm^3, or with a maximum continuous rated or net power above 11 kW;	‘ – two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm^3, or with a maximum continuous rated or net power above 11 kW;	‘ – two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm^3, or with a maximum continuous rated or net power above 11 kW; ’
Article 1, first paragraph, point (1)(a), amending provision, numbered paragraph (–)				
61	– wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads with a maximum design speed exceeding 40km/h.; ’	– wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b ~~*and T4.3b*~~***, T4.3b, and T5*** the use of which mainly takes place on public roads with a maximum design speed exceeding 40km/h~~.~~***, for commercial road haulage purposes***; ’	– wheeled tractors of categories **T5,** T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads ~~with a maximum design speed exceeding 40km/h~~**for commercial road haulage purposes**.’; ’	B
Article 1, first paragraph, point (1)(b)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
62	(b) in paragraph 2, the seventh indent is deleted;	(b) in paragraph 2, the seventh indent is deleted;	(b) in paragraph 2, the seventh indent is ~~deleted~~**replaced by the following:** **'— vehicles in categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm3, or with a maximum continuous rated or net power above 11 kW, where the Member State has put in place effective alternative road safety measures for two- or three-wheel vehicles, taking into account in particular relevant road safety statistics covering the last five years. Member States shall notify such exemptions to the Commission.'**;	C
Article 1, first paragraph, point (2)				
63	(2) Article 3 is amended as follows:	(2) Article 3 is amended as follows:	(2) Article 3 is amended as follows:	(2) Article 3 is amended as follows:
Article 1, first paragraph, point (2)(-a)				
63a			**(-a) point (1) is replaced by the following:**	
Article 1, first paragraph, point (2)(-a)				
63b			**(1) 'vehicle' means any not rail-borne motor vehicle or its trailer, except trolleybuses, i.e.**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			vehicles connected to an electric conductor;'	
Article 1, first paragraph, point (2)(a)				
64	(a) the following point (6a) is inserted:	(a) the following point (6a) is inserted:	(a) the following point (6a) is inserted:	(a) the following point (6a) is inserted:
Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (6a)				
65	' (6a) 'connected vehicle' means any vehicle with a device installed which is designed to allow a wireless connection or communication with external devices, vehicles, networks or services;; '	' (6a) 'connected vehicle' means any vehicle ~~*with a device installed*~~ which is designed to allow a wireless connection or communication with external devices, vehicles, networks or services;; '	' (6a) 'connected vehicle' means any vehicle **manufactured** with ~~a device installed which is designed to allow~~ a wireless connection ~~or communication with external devices, vehicles, networks or services~~**that is capable of transmitting odometer readings** ;; '	B
Article 1, first paragraph, point (2)(b)				
66	(b) point (10) is replaced by the following:	(b) point (10) is replaced by the following:	(b) point (10) is replaced by the following:	(b) point (10) is replaced by the following:
Article 1, first paragraph, point (2)(b), amending provision, numbered paragraph (10)				
67	' (10) 'approval' means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to	' (10) 'approval' means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to	' (10) 'approval' means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to	' (10) 'approval' means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	in Regulations (EU) No 167/2013, (EU) No 168/2013 and (EU) 2018/858;; ,	in Regulations (EU) No 167/2013, (EU) No 168/2013 and (EU) 2018/858;; ,	in Regulations (EU) No 167/2013, (EU) No 168/2013 and (EU) 2018/858;; ,	in Regulations (EU) No 167/2013, (EU) No 168/2013 and (EU) 2018/858;; ,
Article 1, first paragraph, point (2)(c)				
68	(c) point (12) is replaced by the following:	(c) point (12) is replaced by the following:	(c) point (12) is replaced by the following:	(c) point (12) is replaced by the following:
Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (12)				
69	‘ (12) ‘roadworthiness certificate’ means a roadworthiness test report issued by the competent authority or a testing centre;; ,	‘ (12) ‘roadworthiness certificate’ means a roadworthiness test report ***in digital and/or paper format*** issued by the competent authority or a testing centre~~;~~***, in accordance with Article 8(1)***; ,	‘ (12) ‘roadworthiness certificate’ means a roadworthiness test report **in digital format, or a printout thereof, which can be verified in accordance with Article 8(2) and is** issued by the competent authority or a testing centre;; ,	B
Article 1, first paragraph, point (2)(d)				
70	(d) the following point (12a) is inserted:	(d) the following point (12a) is inserted:	(d) the following point (12a) is inserted:	(d) the following point (12a) is inserted:
Article 1, first paragraph, point (2)(d), amending provision, first subparagraph				
71	‘ (12a) ‘temporary roadworthiness certificate’ means a roadworthiness certificate issued	‘ (12a) ‘***EU*** temporary roadworthiness certificate’ means a roadworthiness certificate issued	‘ (12a) ‘**EU** temporary roadworthiness certificate’ means a roadworthiness certificate issued	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	by the competent authority, or a testing centre established in a Member State other than the Member State of registration of the vehicle in accordance with Article 4(3);; '	***in digital and/or paper format*** by the competent authority, or a testing centre established in a Member State other than the Member State of registration of the vehicle in accordance with Article ~~*4(3)*~~***8(1)***;~~;~~ '	by the competent authority, or a testing centre established in a Member State other than the Member State of registration of the vehicle in accordance with Article ~~4(3)~~**8**;~~;~~ '	
Article 1, first paragraph, point (3)				
72	(3) Article 4 is replaced by the following:	(3) Article 4 is replaced by the following:	(3) Article 4 is replaced by the following:	(3) Article 4 is replaced by the following:
Article 1, first paragraph, point (3), amending provision, first paragraph				
73	' Article 4	' Article 4	' Article 4	' Article 4
Article 1, first paragraph, point (3), amending provision, second paragraph				
74	Responsibilities	Responsibilities	Responsibilities	Responsibilities
Article 1, first paragraph, point (3), amending provision, numbered paragraph (1)				
75	1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.	1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.	1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.	1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive.
Article 1, first paragraph, point (3), amending provision, numbered paragraph (2)				
76	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	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	2. Without prejudice to ~~paragraphs 3 and~~**paragraph** 4, roadworthiness tests shall be carried out by the Member State of registration of the vehicle, by a	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	public body entrusted with that task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.	public body entrusted with that task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.	public body entrusted with that task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised public or private bodies.	
Article 1, first paragraph, point (3), amending provision, numbered paragraph (3)				
77	3. In the case of M_1 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.	3. In the case of M_1 ***and N_1*** 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~~***an EU*** temporary roadworthiness certificate, which shall be valid for six months. The competent authority shall communicate the result of the test to the Member State of registration, which shall record it in the national vehicle register. However, unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle.	~~3~~**4**. In the case of M_1 **and N1** vehicles, roadworthiness tests may**, in accordance with Article 8,** also be carried out in a Member State other than the Member State of registration of the vehicle. The ~~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~~ **shall recognise the validity of an EU temporary** roadworthiness ~~certificates~~**certificate** issued ~~by the~~**in that other** Member State	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			~~concerned in accordance with paragraph 4, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle~~. Rules on the temporary roadworthiness certificate are shifted to Art 8 new paragraph (1a)	
Article 1, first paragraph, point (3), amending provision, numbered paragraph (4)				
78	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.	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.	~~4~~**3**. 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.	B
Article 1, first paragraph, point (3), amending provision, numbered paragraph (5), first subparagraph				
79	5. The Commission shall adopt implementing acts to specify	5. The Commission shall adopt implementing acts to specify	~~5~~**4**. The Commission shall adopt implementing acts to specify	B

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the set of technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the data format, and the procedures for accessing the relevant technical information. Such technical information may include, in particular, instructions and data on the use of the electronic vehicle interface, diagnostic trouble codes, and software versions, and descriptions and illustrations of warning indicators or tell-tales.	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 ***standardised*** data format, and the procedures for accessing the relevant technical information***, ensuring that the information allows the vehicle's list of factory-fitted options to be clearly identified***. Such technical information may include, in particular, instructions and data on the use of the electronic vehicle interface, diagnostic trouble codes, ~~*and*~~ software versions~~*,*~~ and descriptions ~~*and*~~**,** illustrations of warning indicators or tell-tales.	the set of technical information ~~necessary~~**to be used** for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and to establish detailed rules concerning the data format, and the procedures for accessing the relevant technical information**, ensuring that the information allows to clearly identify the vehicle and the resulting list of factory-fitted options**. Such technical information may include, in particular, instructions and data on the use of the electronic vehicle interface, diagnostic trouble codes, **the identification of the integrity and the correct version of the**~~and~~ software ~~versions~~, and descriptions and illustrations of warning indicators or tell-tales.	
Article 1, first paragraph, point (3), amending provision, numbered paragraph (5), second subparagraph				
80	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	**Those implementing acts shall take into account the conditions and measures for access to OBD information established in accordance with Annex X, Appendix 4 to Regulation (EU) 2018/858; however, the provision of**	B

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			technical information identified by the Commission in accordance with subparagraph 1 shall be free of charge. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	
Article 1, first paragraph, point (3), amending provision, numbered paragraph (6)				
81	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.	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 ***standardised, digital and*** machine-readable format. Those competent authorities shall make that technical information available to the testing centres authorised by them.	~~6~~**5**. ~~In accordance with the principles laid down in Regulation (EU) 2018/858,~~ Vehicle manufacturers shall make available ~~the set of~~ technical information **in a format specified by implementing acts** referred to in paragraph ~~5~~**6** free of charge, and without undue delay, to relevant competent authorities, in a non-discriminatory manner and in a machine-readable format. Those competent authorities **may decide to task centralised data bodies to organise the dataflow from manufacturers and manage access to the technical information. The competent authorities or the assigned centralised data bodies**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			shall make that technical information available to the testing centres ~~authorised by them~~.	
Article 1, first paragraph, point (3), amending provision, numbered paragraph (6a)				
81a		***6a. The Commission shall, three years after the date of entry into force of this Directive and every three years thereafter, review the proper use of the technical information provided by vehicle manufacturers, including an evaluation on how such data is used by the competent authorities and the testing centres authorised by them. On the basis of that review, the Commission shall, where appropriate, propose any necessary changes to ensure the relevance, effective utilisation and proportionality of the information requirements.***		B
Article 1, first paragraph, point (3), amending provision, numbered paragraph (7)				
82	7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.; ,	7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.; ,	7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.; ,	7. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are set out in national law.; ,
Article 1, first paragraph, point (4)				

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
83	(4) the following Article 4a is inserted:	(4) the following Article 4a is inserted:	(4) the following Article 4a is inserted:	(4) the following Article 4a is inserted:
Article 1, first paragraph, point (4), amending provision, first paragraph				
84	‘ Article 4a	‘ Article 4a	‘ Article 4a	‘ Article 4a
Article 1, first paragraph, point (4), amending provision, second paragraph				
85	Recording of odometer readings	Recording of odometer readings	Recording of odometer readings	Recording of odometer readings
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
86	1. Each Member State shall take the measures necessary to enable the recording of odometer readings in a national database or in the national vehicle register. They shall require that, in addition to testing centres, any service provider who issues an invoice or other document in connection with any repair or maintenance work carried out on a vehicle, records the odometer reading in that database or national vehicle register when that work is carried out. Member States shall also require vehicle manufacturers to transmit the odometer readings of connected vehicles which they have produced every three months starting from the date of first registration of the vehicle.	1. Each Member State shall take the measures necessary to enable the recording of odometer readings ***of vehicles of the category M1 and N1*** in a national database or in the national vehicle register. They shall require that, in addition to testing centres, any service provider who issues an invoice or other document in connection with any repair or maintenance work carried out on a vehicle ***for 1 hour or longer***, records the odometer reading in that database or national vehicle register when that work is carried out. ***In order to further increase the number of data points in a vehicle's odometer history, Member States may also require the recording of odometer readings for maintenance or***	1. Each Member State shall ~~take the measures necessary to enable the recording of~~**ensure that** odometer readings **are recorded** in a national database or ~~in the national~~ vehicle register~~. They shall require that, in addition to testing centres, any service provider who issues an invoice or other document~~ in connection with ~~any~~**periodic roadworthiness tests of category M_1 and N_1 vehicles and when repairers authorised by vehicle manufacturers carry out** repair or maintenance work ~~carried out~~ on **such** a vehicle~~, records the odometer reading in that database or national vehicle register when that work is carried out~~. Member States shall also require vehicle manufacturers **or their**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		repair work of a shorter duration. Member States shall also require vehicle manufacturers to transmit the odometer readings of connected vehicles which they have produced every three months starting from the date of first registration of the vehicle.	**representatives** to transmit the odometer readings of connected vehicles which they have produced every three months starting from the date of first registration of the vehicle. **These odometer readings shall be recorded in that national database or national vehicle register.**	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1a)				
86a			**1a. Member States may also require that other service providers, such as those who carry out repair or maintenance work on such a vehicle, record odometer readings in the database or national vehicle register referred to in paragraph 1.**	C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
87	2. Member States shall make the odometer history of vehicles registered by them available to inspectors, to the holder of the registration certificate and to competent authorities in the Member States responsible for roadworthiness testing, vehicle registration, and vehicle approval.	2. Member States shall make the odometer history of vehicles registered by them available to inspectors, to the holder of the registration certificate and to competent authorities in the Member States responsible for roadworthiness testing, vehicle registration, and vehicle approval.	2. Member States shall make the odometer history of vehicles registered by them available to inspectors, to the holder of the registration certificate and to competent authorities in the Member States responsible for roadworthiness testing, **for** vehicle ~~registration~~**re-registration**~~, and~~ vehicle approval **and for the register**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			or database referred to in paragraph 1. Member States may decide to only make an assessment of the odometer history available to inspectors.	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
88	3. Member States shall take appropriate measures to inform potential buyers of second-hand vehicles, about the availability of odometer history referred to in paragraph 2.	3. Member States shall take appropriate measures to inform potential buyers of second-hand vehicles, about the availability of odometer history referred to in paragraph 2.	3. Member States shall take appropriate measures to ~~inform~~**make** potential buyers of second-hand vehicles~~, about the availability of~~ **aware of the access of the holder of the registration certificate to the vehicle's** odometer history referred to in paragraph 2.	C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), first subparagraph				
89	4. Member States shall also make available the odometer data stored in the national databases and national vehicle registers referred to in paragraph 1, in an anonymised form including only the first 10 characters of the vehicle identification number, to the national statistical institutes and to the Commission (Eurostat) in accordance with Articles 17a and 17b of Regulation (EC) No 223/2009*.	4. Member States shall also make available the odometer data stored in the national databases and national vehicle registers referred to in paragraph 1, in an anonymised form ~~*including only the first 10 characters of the vehicle identification number*~~, to the national statistical institutes and to the Commission (Eurostat) in accordance with Articles 17a and 17b of Regulation (EC) No 223/2009*.	4. Member States shall also make available the odometer data stored in the national databases ~~and~~**or** national vehicle registers referred to in paragraph 1~~, in an anonymised form including only the first 10 characters of the vehicle identification number,~~ to the national statistical institutes and to the Commission (Eurostat) in accordance with Articles 17a and 17b of Regulation (EC) No 223/2009*.	B
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), first subparagraph a				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
89a		***4a. By [three years after the entry into force of this Directive], the Commission shall review the availability, frequency and quality of odometer data points recorded pursuant to this Article, as well as the effectiveness of access to the odometer history referred to in Article 4b. On the basis of that review, the Commission shall assess whether the framework for the recording and exchange of odometer data is effective and proportionate, including, where appropriate, by proposing measures to increase the number of available data points and to improve the overall effectiveness of the system. In carrying out that assessment, the Commission shall pay particular attention to the reduction of administrative burden for all relevant stakeholders, including Member States, service providers, vehicle manufacturers, and prospective buyers so that the system can be made more efficient, effective and future-proof, with a view to increasing citizens' confidence and addressing odometer fraud.***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), first subparagraph b				
89b			**5. In the case of tampering or manipulation of odometers with the aim of reducing or misrepresenting the distance record of a vehicle, such tampering or manipulation shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.** See Commission proposal Art 9(4), element seperated into this Article for context.	B
Article 1, first paragraph, point (4), amending provision, Article				
89c		***Article 4b***		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (5), first subparagraph				
89d		***Information on access to the odometer history for prospective purchasers of second-hand vehicles***		C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), first subparagraph d				
89e		***1. The Commission shall publish on a website, available in all official languages of the institutions of the Union, information dedicated to making prospective purchasers of second hand vehicles, including potential cross-border purchasers,***		C

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		practical information on how to request and obtain, free of charge and prior to purchase, a record of the odometer history of a vehicle registered in any Member State of the European Union. The website shall include direct links to the relevant contact points or authorities in every Member State, and information on the process for requesting and receiving a record of the odometer history of a vehicle, including in a cross border context.		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), first subparagraph e				
89f		***2. For the purposes of this Article, Member States shall co-operate with the Commission, and shall provide up-to-date information to the Commission. Member States shall ensure that a link to the Commission website is provided on the websites of the competent authorities.***		C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
89g		***3. Member States shall ensure that prospective buyers, from any Member State, of a used motor vehicle can, prior to purchase, request and obtain,***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		free of charge, a record of the odometer history of that vehicle. Member States shall also take all necessary measures to make potential buyers of second-hand vehicles aware of their right to receive, free of charge and prior to purchase, from the holder of the registration certificate, in any Member State, a record of the vehicle's odometer history.'		
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), second subparagraph				
90	_____		_____	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4), third subparagraph				
91	* Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009,	* Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009,	* Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009,	* Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009,

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	p. 164, ELI: http://data.europa.eu/eli/reg/2009/223/oj).; ,	p. 164, ELI: http://data.europa.eu/eli/reg/2009/223/oj).; ,	p. 164, ELI: http://data.europa.eu/eli/reg/2009/223/oj).; ,	p. 164, ELI: http://data.europa.eu/eli/reg/2009/223/oj).; ,
Article 1, first paragraph, point (5)				
92	(5) Article 5 is replaced by the following:	(5) Article 5 is replaced by the following:	(5) Article 5 is replaced by the following:	(5) Article 5 is replaced by the following:
Article 1, first paragraph, point (5), amending provision, first paragraph				
93	‘ Article 5	‘ Article 5	‘ Article 5	‘ Article 5
Article 1, first paragraph, point (5), amending provision, second paragraph				
94	Date and frequency of testing	Date and frequency of testing	Date and frequency of testing	Date and frequency of testing
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), first subparagraph				
95	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 4:	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 4:	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 4:	1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 4:
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), first subparagraph, point (a)				
96	(a) vehicles of category M_1 and N_1: 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;	(a) vehicles of category M_1 and N_1 ***and zero-emission motor vehicles with a maximum mass not exceeding 4,25 tonnes***: four years after the date on which the vehicle was first registered, and thereafter every two years ~~*until 10*~~	(a) vehicles of category M_1 and N_1: 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~~;	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	however, vehicles of category N_1 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;	~~*years after the date on which the vehicle was first registered, and thereafter annually*~~; ~~*however, vehicles of category N_1 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;*~~	~~however, vehicles of category N_1 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;~~	
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), first subparagraph, point (b)				
97	(b) vehicles of category M_1 used as taxis or ambulances, vehicles of categories M_2, M_3, N_2, N_3, O_3 and O_4: one year after the date on which the vehicle was first registered, and thereafter annually;	(b) vehicles of category M_1 used as taxis ~~*or*~~, ambulances ***or used in the context of platform work as defined in Directive (EU) 2024/2831***, vehicles of categories M_2, M_3, N_2, $N_{3,}$ ~~*3,*~~ O_3 and O_4: one year after the date on which the vehicle was first registered, and thereafter annually;	(b) vehicles of category M_1 used as taxis or ambulances, vehicles of categories M_2, M_3, N_2, N_3, O_3 and O_4: one year after the date on which the vehicle was first registered, and thereafter annually;	B/C
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), first subparagraph, point (c)				
98	(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.	(c) wheeled tractors of categories T1b, T2b, T3b, T4.1b, T4.2b ~~*and T4.3b*~~***, T4.3b and T5*** the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.	(c) wheeled tractors of categories **T5,** T1b, T2b, T3b, T4.1b, T4.2b and T4.3b the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the date on which the vehicle was first registered, and thereafter every two years.	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), second subparagraph				
99	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.	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.	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~~**4(**4**), Member States shall schedule the next** roadworthiness ~~certificate shall be counted as from the expiry date~~**test in a way that the period of duration** of the temporary roadworthiness certificate ~~issued as a result of that test~~**is respected**.	B
Article 1, first paragraph, point (5), amending provision, numbered paragraph (2)				
100	2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm3 or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.	2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm3 or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.	2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm3 or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.	2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e with an engine capacity of more than 125 cm3 or with a maximum continuous rated or net power above 11 kW, are to be subject to a roadworthiness test.
Article 1, first paragraph, point (5), amending provision, numbered paragraph (3)				
101	3. Notwithstanding the date of a vehicle's last roadworthiness test, vehicles shall undergo a roadworthiness test when the safety and environmental systems and components of the vehicle	3. Notwithstanding the date of a vehicle's last roadworthiness test, vehicles shall undergo a roadworthiness test when the safety and environmental systems and components of the vehicle	3. Notwithstanding the date of a vehicle's last roadworthiness test, vehicles shall undergo a roadworthiness test when the safety and environmental systems and components of the vehicle	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	have been significantly altered or modified.	have been significantly altered or modified***, e.g. through replacement or software updates.***	have been significantly altered or modified.	
Article 1, first paragraph, point (5), amending provision, numbered paragraph (4)				
102	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.; ,	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.; ,
Article 1, first paragraph, point (6)				
103	(6) Article 6 is amended as follows:	(6) Article 6 is amended as follows:	(6) Article 6 is amended as follows:	(6) Article 6 is amended as follows:
Article 1, first paragraph, point (6)(a)				
104	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1)				
105	‘ 1. For vehicle categories falling within the scope of this Directive, with the exception of categories L3e, L4e, L5e and L7e, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.;	‘ 1. For vehicle categories falling within the scope of this Directive, with the exception of categories L3e, L4e, L5e and L7e, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.;	‘ 1. For vehicle categories falling within the scope of this Directive, with the exception of categories L3e, L4e, L5e and L7e, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.;	‘ 1. For vehicle categories falling within the scope of this Directive, with the exception of categories L3e, L4e, L5e and L7e, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.;

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	,	,		,
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1a)				
105a			**(a1) paragraph 2 is replaced by the following:** **'2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items referred to in point 3 of Annex I, using the recommended or an equivalent method approved by a competent authority applicable to the testing of those items, as set out in point 3 of Annex I. The test may also include a verification as to whether the respective parts and components of the vehicle correspond to the required safety and environmental characteristics that were in force at the time of approval or, if applicable, at the time of retrofitting.** **The tests shall be carried out using techniques and**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			equipment currently available without the use of tools to dismantle or remove any part of the vehicle. **By [PLEASE INSERT: 24 months after the entry into force of this amending Directive] the Commission shall adopt implementing acts specifying a) the methods for the preconditioning of the vehicle for the measurement of nitrogen oxides (NOx) emissions from compression ignition engines and identifying the EURO emission classes related to those methods, b) the methods and limit values for measuring particle number (PN) emissions from positive ignition engines,** **as referred to in item 8.2 of point 3 of Annex I.** **The test procedures shall be operational in the testing centres within four years after the adoption of the implementing acts.**	

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			The Commission may adopt implementing acts to specify the methods and limit values, and to identify the EURO emission classes related to those methods, for measuring NOx from positive ignition engines referred to in item 8.2 of point 3 of Annex I. The test procedures shall be operational in testing centres within four years after the adoption of the implementing acts. **Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).';**	
Article 1, first paragraph, point (6)(aa), first subparagraph				
105b		***(aa) the following paragraphs are inserted:***		
Article 1, first paragraph, point (6)(aa), second subparagraph				
105c		***2a. The Commission shall adopt delegated acts in accordance with Article 18 to amend this Directive by specifying:***		C
Article 1, first paragraph, point (6)(aa), second subparagraph, point (i)				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
105d		***(a) the methods for the preconditioning of the vehicle for the measurement of nitrogen oxides (NOx) emissions from compression ignition engines and identifying the EURO emission classes related to those methods,***		C
Article 1, first paragraph, point (6)(aa), second subparagraph, point (ii)				
105e		***(b) the methods and limit values for measuring particle number (PN) emissions from positive ignition engines, as referred to in item 8.2.2.1 of point 3 of Annex I.***		C
Article 1, first paragraph, point (6)(aa), third subparagraph				
105f		***2b. The Commission is empowered to adopt delegated acts to amend this Directive by specifying the methods and limit values, and to identify the EURO emission classes related to that method, for measuring NOx from positive ignition engines referred to in item 8.2.2.3 of point 3 of Annex I.***		C
Article 1, first paragraph, point (6)(aa), fourth subparagraph				
105g		***2c. The application of the test procedures referred to in paragraphs 2 a and 2 b shall be optional for Member States.***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		Member States shall inform the Commission without undue delay of their decision whether or not to apply those test procedures, and shall provide the reason for that decision.		
Article 1, first paragraph, point (6)(aa), fifth subparagraph				
105h		***2d. The delegated acts referred to in paragraphs 2a and 2b shall be adopted in accordance with the procedure referred to in Article 18.***		C
Article 1, first paragraph, point (6)(aa), sixth subparagraph				
105i		***2e. By [four years after the adoption of the delegated acts referred to in paragraphs 2a and 2b], the Commission shall review the uptake and application by Member States of the test procedures for measuring particle number (PN) and nitrogen oxides (NOx) emissions referred to in those paragraphs. On the basis of that review, the Commission shall assess the level of implementation, their effectiveness in contributing to improved air quality, and any barriers to their uptake, taking into account national circumstances, technical***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		readiness and administrative burden. The Commission shall also consult Member States that do not apply the test procedures with regard to their reasoning thereof. Where appropriate, the Commission may propose measures to facilitate the uptake of those test procedures and to ensure their effective and proportionate application across the Union.		
Article 1, first paragraph, point (6)(b)				
106	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:	(b) paragraph 3 is replaced by the following:
Article 1, first paragraph, point (6)(b), amending provision, numbered paragraph (3)				
107	‘ 3. For vehicle categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm^3 or with a maximum continuous rated or net power above 11 kW, Member States shall determine the areas, items and appropriate methods of testing.; ,	‘ 3. For vehicle categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm^3 or with a maximum continuous rated or net power above 11 kW, Member States shall determine the areas, items and appropriate methods of testing.; ,	‘ 3. For vehicle categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm^3 or with a maximum continuous rated or net power above 11 kW, Member States shall determine the areas, items and appropriate methods of testing.; ,	‘ 3. For vehicle categories L3e, L4e, L5e and L7e, with an engine capacity of more than 125 cm^3 or with a maximum continuous rated or net power above 11 kW, Member States shall determine the areas, items and appropriate methods of testing.; ,
Article 1, first paragraph, point (6)(c)				
108	(c) the following paragraph 4 is added:	(c) the following paragraph 4 is added:	(c) the following paragraph 4 is added:	(c) the following paragraph 4 is added:

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (6)(c), amending provision, numbered paragraph (4)				
109	‘ 4. The Member State of registration may decide not to require the testing of items 8.1 or 8.2 of point 3 of Annex I to this Directive during the roadworthiness test of a vehicle where that vehicle successfully passed a corresponding exhaust test or noise test, or both, involving the checking of item 8.1 or 8.2 or both of point 3 of Annex to Directive 2014/47/EU during the six months preceding the due date of the roadworthiness test.; ’	‘ 4. The Member State of registration may decide not to require the testing of items 8.1 or 8.2 of point 3 of Annex I to this Directive during the roadworthiness test of a vehicle where that vehicle successfully passed a corresponding exhaust test or noise test, or both, involving the checking of item 8.1 or 8.2 or both of point 3 of Annex to Directive 2014/47/EU during the six months preceding the due date of the roadworthiness test.; ’	*deleted*	C
Article 1, first paragraph, point (6a)				
109a			**4. ‘For the purpose of issuing an EU temporary roadworthiness certificate according to Article 4(4), where the vehicle is manufactured for driving on the other side of the road, it shall not be subject to tests of items in Annex I, that the vehicle is not manufactured to comply with in the Member State undertaking the test.’;**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (6b)				
109b		***4a. Member States shall ensure that the authorities responsible for periodic inspections within their territory take due account of technological developments and keep their testing methods and equipment up to date, in order to minimise the occurrence of false positives and false negatives in inspection results.***		C
Article 1, first paragraph, point (6c)				
109c		***4b. By [three years after the entry into force of this Directive], the Commission shall review the items listed in Annex I, point 3, including electronic safety systems, assessing their impact on road safety and environmental performance and conducting a cost-benefit analysis of their testing, with a view to determining the necessity of inspecting those items. On the basis of that review, the Commission shall assess whether the inspection of the electronic safety system items is necessary and proportionate, and how the inspection requirements can be***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		made more efficient, effective and future proof for improving road safety and propose any necessary measures for Member States regarding the inspection of relevant electronic safety system items.		
Article 1, first paragraph, point (6d)				
109d		***(6a) in Article 7, the following paragraph is added:***		
Article 1, first paragraph, point (6d), amending provision, first paragraph				
109e		‘ ***3a. All vehicles presented for periodic technical inspection shall be checked for outstanding mandatory recall campaigns applicable to their make, model, and year. Vehicles subject to an active mandatory recall relating to major and/or dangerous deficiencies affecting safe operation of the vehicle or environment, and presenting immediate danger to the health of persons, shall fail the inspection. The vehicle owner or other responsible party shall have the necessary recall repairs carried out and shall present the vehicle for re-inspection. The competent authorities of the Member State***		B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		or the testing centre shall verify that the recall has been fully completed before the vehicle is deemed to have passed the inspection.' ,		
Article 1, first paragraph, point (7)				
110	(7) Article 8 is replaced by the following:	(7) Article 8 is replaced by the following:	(7) Article 8 is replaced by the following:	(7) Article 8 is replaced by the following:
Article 1, first paragraph, point (7), amending provision, first paragraph				
111	' Article 8	' Article 8	' Article 8	' Article 8
Article 1, first paragraph, point (7), amending provision, second paragraph				
112	Roadworthiness certificate	Roadworthiness certificate ***and EU temporary roadworthiness certificate***	Roadworthiness certificate **and EU temporary roadworthiness certificate**	A
Article 1, first paragraph, point (7), amending provision, numbered paragraph (1), first subparagraph				
113	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. Member States shall ensure	1. Member States shall ensure that testing centres or, where relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate ***or in the case referred to in Article 4(4), an EU temporary roadworthiness certificate,*** for that vehicle indicating at least the standardised elements of the	1. Member States shall ensure that testing centres or, where relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate **or, in the case referred to in Article 4(4), an EU temporary roadworthiness certificate,** for that vehicle indicating at least the standardised elements of the	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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**.	corresponding harmonised Union codes as laid down in Annex II. Member States shall ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council**.	corresponding harmonised Union codes as laid down in Annex II. **With effect from [entry into force + 4 years + 1 day],** Member States shall ensure **roadworthiness certificates and EU temporary** roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council**.	
Article 1, first paragraph, point (7), amending provision, numbered paragraph (1), second subparagraph				
114	Member States shall ensure that roadworthiness certificates contain the information necessary for authentication and validation of those certificates.	Member States shall ensure that ***roadworthiness and EU temporary*** roadworthiness certificates contain the information necessary for authentication and validation of those certificates.	Member States shall ensure that **roadworthiness certificates and EU temporary** roadworthiness certificates contain the information necessary for authentication and validation of those certificates.	A
Article 1, first paragraph, point (7), amending provision, numbered paragraph (1), third subparagraph				
115	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	Member States shall inform the Commission of trusted issuers of ***roadworthiness and EU temporary*** roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure	Member States shall inform the Commission of trusted issuers of **roadworthiness certificates and of EU temporary** roadworthiness certificates which they shall keep up to date. The Commission shall make a list of those issuers publicly available through a secure	A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	form suitable for automated processing.	channel and in an electronically signed or sealed form suitable for automated processing.	channel and in an electronically signed or sealed form suitable for automated processing.	
Article 1, first paragraph, point (7), amending provision, numbered paragraph (1a)				
115a			**1a. An EU temporary roadworthiness certificate shall be valid for six months. The competent authority shall communicate without undue delay, and at the latest within five calendar days, the result of the test to the Member State of registration.** **Unless the Member State of registration recognises roadworthiness certificates issued by the Member State concerned in accordance with Article 4 paragraph 3, the subsequent roadworthiness test shall take place in the Member State of registration of the vehicle; the EU temporary roadworthiness certificate shall contain information to that effect.** Commission and EP see line 77	B
Article 1, first paragraph, point (7), amending provision, numbered paragraph (2)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
116	2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable [barcode][QR code], which allows the verification of its authenticity, validity and integrity. By six months after the adoption of the 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.	2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a certified printout of the roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable ~~*[barcode]]*~~QR code~~*]*~~, which allows the verification of its authenticity, validity and integrity. By six months after the adoption of the 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 ***and English as one additional EU official language accepted for cross-border use***.	2. Member States shall require that testing centres or, where relevant, the competent authorities, provide, on request, a ~~certified~~ printout of the **roadworthiness certificate or EU temporary** roadworthiness certificate to the person presenting the vehicle for testing. Those printouts shall be user-friendly and shall contain an interoperable ~~[barcode]][~~QR code~~]~~, which allows the verification of its authenticity, validity and integrity. By ~~six months~~**one year** after the adoption of the implementing acts referred to in paragraph ~~9, the [barcode]][~~**8, the** QR code~~]~~ shall comply with the technical specifications set out in those implementing acts. The information contained in the certificate shall also be displayed in human-readable form and shall be provided in at least the official language or languages of the issuing Member State.	C
Article 1, first paragraph, point (7), amending provision, numbered paragraph (3)				
117	3. Notwithstanding Article 5, in the case of re-registration of a	3. Notwithstanding Article 5, in the case of re-registration of a	3. Notwithstanding Article 5, in the case of re-registration of a	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	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.	vehicle already registered in another Member State, each Member State shall recognise the roadworthiness certificate issued by that other Member State, whether in electronic or paper format, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering Member State. **3a.** Member States shall communicate any new specimen of the **roadworthiness certificate or EU temporary** roadworthiness certificate, and the description of the set of data issued to roadworthiness certificates as electronic attestations of attributes to the Commission and to the other Member States without undue delay. The Commission shall publish those specimens and descriptions of the sets of data.	
Article 1, first paragraph, point (7), amending provision, numbered paragraph (4)				
118	4. In addition to the provisions of paragraph 3, Member States shall recognise the	4. In addition to the provisions of paragraph 3, Member States shall recognise the	4. In addition to the provisions of paragraph 3, Member States shall recognise the	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	validity of a roadworthiness certificate, whether in electronic or paper format, where there is a change in ownership of a vehicle having a valid proof of periodic roadworthiness test.	validity of a roadworthiness certificate, whether in electronic or paper format, where there is a change in ownership of a vehicle having a valid proof of periodic roadworthiness test.	validity of a roadworthiness certificate, whether in ~~electronic~~ **digital** or paper format, where there is a change in ownership of a vehicle having a valid proof of periodic roadworthiness test.	
Article 1, first paragraph, point (7), amending provision, numbered paragraph (5)				
119	5. The Member State of registration shall recognise the validity of a temporary roadworthiness certificate issued in another Member State.	5. The Member State of registration shall recognise the validity of a temporary roadworthiness certificate issued in another Member State.	*deleted* *this paragraph shifted to Article 4*	*B*
Article 1, first paragraph, point (7), amending provision, numbered paragraph (6)				
120	*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.	6. ***6.*** Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the ***roadworthiness and EU temporary*** roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to	6. Testing centres shall communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness certificates **or EU temporary roadworthiness certificates** which they issue. Such communication shall take place ~~within a reasonable time~~**without undue delay** after each **roadworthiness certificate or EU temporary** roadworthiness certificate is issued. Member States shall determine the period during which the competent authority is to retain that information. The duration of that	B

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		the national tax systems of the Member States.	period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.	
Article 1, first paragraph, point (7), amending provision, numbered paragraph (7)				
121	7. Member States shall ensure that the information included in the previous roadworthiness certificate is made available to the inspectors.	7. Member States shall ensure that the information included in the previous roadworthiness certificate is made ***electronically*** available to the inspectors.	7. Member States ~~shall ensure~~**may decide** that the information included in the previous roadworthiness certificate **or EU temporary roadworthiness certificate** is made available to the inspectors.	B
Article 1, first paragraph, point (7), amending provision, numbered paragraph (8)				
122	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.	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.	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.	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.
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph				
123	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:	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:	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:	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:

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph, point (a)				
124	(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;	(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;	(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;	(a) securely issuing and verifying the certificates referred to paragraphs 1 and 2;
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph, point (b)				
125	(b) ensuring the protection and security of personal data;	(b) ensuring the protection and security of personal data;	(b) ensuring the protection and security of personal data;	(b) ensuring the protection and security of personal data;
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph, point (c)				
126	(c) laying down the common data structure of roadworthiness certificates;	(c) laying down the common data structure of roadworthiness ***and EU temporary roadworthiness*** certificates;	(c) laying down the common data structure of roadworthiness certificates **and EU temporary roadworthiness certificates**;	A
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph, point (d)				
127	(d) issuing and verifying a valid, secure and interoperable [barcode][QR code];	(d) issuing and verifying a valid, secure and interoperable [barcode][QR code];	(d) issuing and verifying a valid, secure and interoperable ~~[barcode][~~QR code~~]~~;	B
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), first subparagraph, point (e)				
128	(e) notifying trusted issuers of roadworthiness certificates.	(e) notifying trusted issuers of roadworthiness ***and EU temporary roadworthiness*** certificates.	(e) notifying trusted issuers of roadworthiness certificates **and EU temporary roadworthiness certificates**.	A
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), second subparagraph				
129	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), third subparagraph				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
130	_____		_____	_____
Article 1, first paragraph, point (7), amending provision, numbered paragraph (9), fourth subparagraph				
131	** Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj); ,	** Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj); ,	** Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj); ,	** Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj); ,
Article 1, first paragraph, point (8)				
132	(8) Article 9 is replaced by the following:	(8) Article 9 is replaced by the following:	(8) Article 9 is replaced by the following:	(8) Article 9 is replaced by the following:
Article 1, first paragraph, point (8), amending provision, first paragraph				
133	‘ Article 9	‘ Article 9	‘ Article 9	‘ Article 9
Article 1, first paragraph, point (8), amending provision, second paragraph				
134	Follow-up of deficiencies	Follow-up of deficiencies	Follow-up of deficiencies	Follow-up of deficiencies
Article 1, first paragraph, point (8), amending provision, numbered paragraph (1)				
135	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.	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.	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.	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		The relevant information about these deficiencies shall be provided to the inspector at the next periodic technical inspection to allow them to verify if they have been rectified.		
Article 1, first paragraph, point (8), amending provision, numbered paragraph (2)				
136	2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, which shall take place not later than two months after the initial test. The result of the test and the time limit until the subsequent test shall be notified to the Member State of registration and recorded in the vehicle register in accordance with Article 3a(1) of Council Directive 1999/37/EC***. That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration.	2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, which shall take place not later than two months after the initial test. The result of the test and the time limit until the subsequent test shall be notified to the Member State of registration and recorded in the vehicle register in accordance with Article 3a(1) of Council Directive 1999/37/EC***. That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration.	2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, which shall take place not later than two months after the initial test. The result of the test and the time limit until the subsequent test shall be notified to the Member State of registration and recorded in the vehicle register in accordance with Article 3a(1) of Council Directive 1999/37/EC***. That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration.	2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test, which shall take place not later than two months after the initial test. The result of the test and the time limit until the subsequent test shall be notified to the Member State of registration and recorded in the vehicle register in accordance with Article 3a(1) of Council Directive 1999/37/EC***. That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration.
Article 1, first paragraph, point (8), amending provision, numbered paragraph (3)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
137	3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration. Such request for suspension shall be notified to the Member State of registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. When the deficiencies are rectified, a new roadworthiness certificate shall be issued without delay testifying that the vehicle is in a roadworthy condition. The new certificate shall be issued by the competent authority that requested the suspension.	3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration. Such request for suspension shall be notified to the Member State of registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. ***That subsequent test may take place in the Member State where the vehicle failed the initial test, or in the Member State of registration of the vehicle.*** When the deficiencies are rectified, a new roadworthiness certificate shall be issued without delay testifying that the vehicle is in a roadworthy condition. The new certificate shall be issued by the competent authority that requested the suspension ***or in the Member State of registration of the vehicle***.	3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration. Such request for suspension shall be notified to the Member State of registration and the suspension shall be recorded in the vehicle register in accordance with Article 3a(1) of Directive 1999/37/EC. When the deficiencies are rectified, a new roadworthiness certificate shall be issued **by the competent authority in the Member State of registration** without delay testifying that the vehicle is in a roadworthy condition. ~~The new certificate shall be issued by the competent authority that requested the suspension.~~	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (8), amending provision, numbered paragraph (4), first subparagraph				
138	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.	4. ~~*In the case of obvious*~~***Member States shall lay down effective, proportionate dissuasive, and non-discriminatory penalties for any proven*** tampering or manipulation of ~~*any*~~***a*** component of the vehicle~~*, including*~~ ***relating to*** its emission control system, silencer, safety-related systems, or ~~*odometers*~~***odometer***, with the aim of reducing or misrepresenting the distance record of a vehicle~~*, such tampering or manipulation*~~***. The competent authorities designated by the Member States*** shall ~~*be considered as a major or dangerous deficiency and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties*~~***ensure that such offences are effectively sanctioned and deterred***.	4. ~~In the case of obvious~~ Tampering or manipulation of ~~any component of~~ the vehicle~~, including its~~**'s** emission control system, **high-voltage system, including battery management system,** silencer, **or** 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~~**that cause** major or dangerous ~~deficiency and~~**deficiencies,** shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.	B
Article 1, first paragraph, point (8), amending provision, numbered paragraph (4), second subparagraph				
139	_____		_____	_____
Article 1, first paragraph, point (8), amending provision, numbered paragraph (4), third subparagraph				
140	*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for	*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for	*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for	*** Council Directive 1999/37/EC of 29 April 1999 on the registration documents for

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj); ,	vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj); ,	vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj); ,	vehicles, (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj); ,
Article 1, first paragraph, point (8a), first subparagraph				
140a			**(8a) In Article 10, the first subparagraph of paragraph 1 is replaced by the following:**	
Article 1, first paragraph, point (8a), second subparagraph				
140b			**'1. The testing centre or, if relevant, the competent authority of the Member State that has carried out a roadworthiness test on a vehicle registered in its territory or a roadworthiness test in accordance with Article 4(4) shall provide a proof, such as an indication on the vehicle registration document, a sticker, a certificate, verification by electronic means, or any other easily accessible information, for each vehicle which has passed such a test. The proof shall indicate the date by which the next roadworthiness test is to take place.';**	B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (9)				
141	(9) Article 16 is replaced by the following:	(9) Article 16 is replaced by the following:	(9) Article 16 is replaced by the following:	(9) Article 16 is replaced by the following:
Article 1, first paragraph, point (9), amending provision, first paragraph				
142	‘ Article 16	‘ Article 16	‘ Article 16	‘ Article 16
Article 1, first paragraph, point (9), amending provision, second paragraph				
143	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), first subparagraph				
144	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadworthiness testing, the vehicle’s legal and technical status, where necessary in the Member State in which it is registered.	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadworthiness testing, the vehicle’s legal and technical status, where necessary in the Member State in which it is registered.	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadworthiness testing, the vehicle’s legal and technical status, where necessary in the Member State in which it is registered.	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information and data in particular with the aim of checking, at the time of roadworthiness testing, the vehicle’s legal and technical status, where necessary in the Member State in which it is registered.
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), second subparagraph				
145	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	Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection report, ***the EU temporary***	**a.** Member States shall provide access to vehicle registration data, data regarding the content of the certificates of conformity **if available**, **the result in** the last roadworthiness certificate **or, in**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the vehicle stored in national databases, to the competent authorities of and testing centres authorised by other Member States.	***roadworthiness certificates,*** and the odometer history of the vehicle stored in national databases, to the competent authorities of and testing centres authorised by other Member States.	**the case referred to in Article 4(4), the EU temporary roadworthiness certificate issued during the last three years,** ~~, any~~ technical roadside inspection ~~report~~**reports of at least the last three years**, and the odometer history of the vehicle stored in national databases **and covering at least the last three years**, to the competent authorities of and testing centres authorised by other Member States.	
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), third subparagraph				
146	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.	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.	**b.** Member States shall interconnect their electronic systems on **data contained in roadworthiness certificates, EU temporary** roadworthiness certificates and on odometer history through the MOVE-HUB electronic system developed by the Commission in such a way that the competent authorities and authorised testing centres of any Member State are able to consult the relevant database or the national vehicle register of any other Member State in real time.	C
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), third subparagraph a				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
146a			**c. The obligation laid down in subparagraph (b) shall be considered fulfilled where Member States use their own applications or third-party applications, including European Car and Driving Licence Information System (EUCARIS), to exchange data and to connect to the MOVE-HUB electronic system.**	C
Article 1, first paragraph, point (9), amending provision, numbered paragraph (2)				
147	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	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	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	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

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	with the examination procedure referred to in Article 19(2).	with the examination procedure referred to in Article 19(2).	in accordance with the examination procedure referred to in Article 19(2).	with the examination procedure referred to in Article 19(2). ’
Article 1, first paragraph, point (9), amending provision, numbered paragraph (3)				
148	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.; ,	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.; ,	3. The electronic systems interconnections provided for in paragraph 1 shall be operational within ~~one year~~**two years** after the adoption of the implementing acts referred to in paragraph 2.**’**; ,	C
Article 1, first paragraph, point (10)				
149	(10) Article 17 is amended as follows:	(10) Article 17 is amended as follows:	(10) Article 17 is amended as follows:	(10) Article 17 is amended as follows:
Article 1, first paragraph, point (10)(a)				
150	(a) the first indent is replaced by the following:	(a) the first indent is replaced by the following:	(a) the first indent is replaced by the following:	(a) the first indent is replaced by the following:
Article 1, first paragraph, point (10)(a), amending provision, first paragraph				
151	‘ – 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	‘ – 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	‘ – 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	‘ – 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

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	Article 2(1), without affecting the scope and frequency of testing;’; ,	Article 2(1), without affecting the scope and frequency of testing;’;	Article 2(1), without affecting the scope and frequency of testing;’; ,	Article 2(1), without affecting the scope and frequency of testing;’; ,
Article 1, first paragraph, point (10)(a), amending provision, first paragraph a				
151a		***– amend point 3 of Annex I, following the assessment by the Commission referred to in Art. 6(5) including the regrouping, simplification or removal of items;*** ,		C
Article 1, first paragraph, point (10)(b)				
152	(b) the third indent is replaced by the following:	(b) the third indent is replaced by the following:	(b) the third indent is replaced by the following:	(b) the third indent is replaced by the following:
Article 1, first paragraph, point (10)(b), amending provision, first paragraph				
153	‘ – 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;’; ,	‘ – 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;’; ,	‘ – 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;’; ,	‘ – 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;’; ,
Article 1, first paragraph, point (10)(c)				
154	(c) the following fourth indent is added:	(c) the following fourth indent is added:	*deleted*	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (10)(c), amending provision, first paragraph				
155	‘ – specify the methods for the particle number (PN) measurement of positive ignition engines and for the nitrogen oxides (NO_X) measurement of compression and positive ignition engines provided for in Section 8.2 of point 3 of Annex I.’; ,	‘ – specify the methods for the particle number (PN) measurement of positive ignition engines and for the nitrogen oxides (NO_X) measurement of compression and positive ignition engines provided for in Section 8.2 of point 3 of Annex I.’; ,	*deleted*	C
Article 1, first paragraph, point (10)(ca)				
155a		***(10a) In Article 18, paragraph 3 is amended and paragraph 3a is inserted as follows:***		
Article 1, first paragraph, point (10)(ca), amending provision, first paragraph				
155b		‘ ***3. The delegation of powers referred to in Article 17 may be revoked in whole or in part at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect on the day following the publication of the decision in the Official Journal of the European***		B

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.		
Article 1, first paragraph, point (10)(ca), amending provision, second paragraph				
155c		***3a. Before adopting a delegated act, the Commission shall transmit without delay to the European Parliament and the Council all preparatory documents, including draft texts, impact assessments, scientific or technical evidence relied upon, and summaries of consultations carried out.*** ,		B
Article 1, first paragraph, point (11)				
156	(11) Article 20 is replaced by the following:	(11) Article 20 is replaced by the following:	(11) Article 20 is replaced by the following:	(11) Article 20 is replaced by the following:
Article 1, first paragraph, point (11), amending provision, first paragraph				
157	‘ Article 20	‘ Article 20	‘ Article 20	‘ Article 20
Article 1, first paragraph, point (11), amending provision, second paragraph				
158	Reporting	Reporting	Reporting	Reporting ,
Article 1, first paragraph, point (11), amending provision, third paragraph				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
159	By [two years from the date referred to in Article 20a(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of the provisions on its scope, notably in relation to L-category vehicles, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State, and the recognition of temporary roadworthiness certificates. The report shall also analyse whether it is necessary to update the Annexes, particularly in the light of technical progress and practices.; ,	By [two years from the date referred to in Article 20a(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of the provisions on its scope, notably in relation to L-category vehicles, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State, and the recognition of temporary roadworthiness certificates. The report shall ***review differences in rules across Member States and, where appropriate, consider measures for increased consistency. The report shall*** also analyse whether it is necessary to update the Annexes, particularly in the light of technical progress and practices.; ,	By ~~[two years from the date referred to in Article 20a(1)]~~**31 March 2032**, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the effectiveness of the provisions on its scope, notably in relation to L-category vehicles, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State, and the recognition of **EU** temporary roadworthiness certificates. The report shall also analyse whether it is necessary to update the Annexes, particularly in the light of technical progress and practices.; ,	B
Article 1, first paragraph, point (12)				
160	(12) the following Article 20a is inserted:	(12) the following Article 20a is inserted:	(12) the following Article 20a is inserted:	(12) the following Article 20a is inserted:

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (12), amending provision, first paragraph				
161	‘ Article 20a	‘ Article 20a	‘ Article 20a	‘ Article 20a
Article 1, first paragraph, point (12), amending provision, second paragraph				
162	Communication of information to the Commission	Communication of information to the Commission	Communication of information to the Commission	Communication of information to the Commission
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1)				
163	1. By 31 March 2030, and by 31 March every three years thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council**** (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following (per calendar year):	1. By 31 March 2030, and by 31 March every three years thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council**** (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following (per calendar year):	1. By 31 March 2030, and by 31 March every three years thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council**** (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following (per calendar year):	1. By 31 March 2030, and by 31 March every three years thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council**** (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall include the following (per calendar year):
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (a)				
164	(a) the number of testing centres per Member State;	(a) the number of testing centres per Member State;	*deleted*	*B*
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (b)				
165	*(b)* the total number of vehicles inspected;	(b) the total number of vehicles inspected;	~~(b)~~**(a)** the total number of vehicles inspected;	

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (c)				
166	(c) the number of vehicles inspected per category;	(c) the number of vehicles inspected per category;	~~(c)~~**(b)** the number of vehicles inspected per category;	
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (d)				
167	(d) the areas checked, and the items failed, in accordance with point 3 of Annex I to this Directive;	(d) the areas checked, and the items failed, in accordance with point 3 of Annex I to this Directive;	~~(d)~~**(c)** the areas checked, and the items failed, in accordance with point 3 of Annex I to this Directive~~;~~**.**	
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (e), first subparagraph				
168	(e) the number, category and [failure rate][test result] of vehicles tested registered in another Member State.	(e) the number, category and [failure rate][test result] of vehicles tested registered in another Member State.	*deleted*	*B*
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), point (e), second subparagraph				
169	The first report shall cover the years 2027, 2028 and 2029, separately.	The first report shall cover the years 2027, 2028 and 2029, separately.	*deleted*	*B*
Article 1, first paragraph, point (12), amending provision, numbered paragraph (2), first subparagraph				
170	*2.* The Commission shall adopt implementing acts laying down the format to be used by Member States for communication of the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	2. The Commission shall adopt implementing acts laying down the format to be used by Member States for communication of the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	2. The Commission shall adopt implementing acts laying down the format to be used by Member States for communication of the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).	2. The Commission shall adopt implementing acts laying down the format to be used by Member States for communication of the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 1, first paragraph, point (12), amending provision, numbered paragraph (2), second subparagraph				
171	The Commission shall report to the European Parliament and to the Council regarding the data collected pursuant to paragraph 1.	The Commission shall report to the European Parliament and to the Council regarding the data collected pursuant to paragraph 1.	**3.** The Commission shall report to the European Parliament and to the Council regarding the data collected pursuant to paragraph 1.	A
Article 1, first paragraph, point (12), amending provision, numbered paragraph (2), third subparagraph				
172	_____		_____	_____
Article 1, first paragraph, point (12), amending provision, numbered paragraph (2), fourth subparagraph				
173	**** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI :	**** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI :	**** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI :	**** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI :

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	http://data.europa.eu/eli/reg/2018/1999/oj).; ,	http://data.europa.eu/eli/reg/2018/1999/oj).; ,	http://data.europa.eu/eli/reg/2018/1999/oj).; ,	http://data.europa.eu/eli/reg/2018/1999/oj).; ,
Article 1, first paragraph, point (13)				
174	(13) Article 22 is replaced by the following:	(13) Article 22 is replaced by the following:	(13) Article 22 is replaced by the following:	(13) Article 22 is replaced by the following:
Article 1, first paragraph, point (13), amending provision, first paragraph				
175	‘ Article 22	‘ Article 22	‘ Article 22	‘ Article 22
Article 1, first paragraph, point (13), amending provision, second paragraph				
176	Extension of validity of roadworthiness certificates in case of crisis	Extension of validity of roadworthiness certificates in case of crisis	Extension of validity of roadworthiness certificates in case of crisis	Extension of validity of roadworthiness certificates in case of crisis
Article 1, first paragraph, point (13), amending provision, numbered paragraph (1)				
177	1. For the purposes of this Article, the following definitions shall apply:	1. For the purposes of this Article, the following definitions shall apply:	1. For the purposes of this Article, the following definitions shall apply:	1. For the purposes of this Article, the following definitions shall apply:
Article 1, first paragraph, point (13), amending provision, numbered paragraph (1), point (a)				
178	(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	(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	(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	(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

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	significantly impairs the possibility for the owners or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;	significantly impairs the possibility for the owners or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;	significantly impairs the possibility for the owners or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;	significantly impairs the possibility for the owners or holders of vehicles registered in the Member States or relevant national authorities from carrying out roadworthiness tests;
Article 1, first paragraph, point (13), amending provision, numbered paragraph (1), point (b)				
179	(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.	(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.	(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.	(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.
Article 1, first paragraph, point (13), amending provision, numbered paragraph (2)				
180	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	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	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	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

Public

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	periods of six months, as long as the crisis situation persists.	periods of six months, as long as the crisis situation persists.	periods of six months, as long as the crisis situation persists.	periods of six months, as long as the crisis situation persists.
Article 1, first paragraph, point (13), amending provision, numbered paragraph (3)				
181	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.	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.	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.	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.
Article 1, first paragraph, point (13), amending provision, numbered paragraph (4)				
182	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.	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.	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.	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.
Article 1, first paragraph, point (13), amending provision, numbered paragraph (5)				
183	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	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	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	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

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	periods of six months, as long as the crisis persists and the Commission authorises it.	periods of six months, as long as the crisis persists and the Commission authorises it.	periods of six months, as long as the crisis persists and the Commission authorises it.	periods of six months, as long as the crisis persists and the Commission authorises it.
Article 1, first paragraph, point (13), amending provision, numbered paragraph (6)				
184	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.; ,	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.; ,	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.; ,	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.; ,
Article 1, first paragraph, point (14)				
185	(14) Annex I, Annex III and Annex IV are amended in accordance with Annex I to this Directive.	(14) Annex I, Annex III and Annex IV are amended in accordance with Annex I to this Directive.	(14) Annex I, Annex III and Annex IV are amended in accordance with Annex I to this Directive.	(14) Annex I, Annex III and Annex IV are amended in accordance with Annex I to this Directive.
Article 2				
186	Article 2 Amendments to Directive 2014/47/EU	Article 2 Amendments to Directive 2014/47/EU	Article 2 Amendments to Directive 2014/47/EU	Article 2 Amendments to Directive 2014/47/EU
Article 2, first paragraph				
187	Directive 2014/47/EU is amended as follows:	Directive 2014/47/EU is amended as follows:	Directive 2014/47/EU is amended as follows:	Directive 2014/47/EU is amended as follows:
Article 2, first paragraph, point (1)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
188	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:
Article 2, first paragraph, point (1), amending provision, first paragraph				
189	‘ Article 1	‘ Article 1	‘ Article 1	‘ Article 1
Article 2, first paragraph, point (1), amending provision, second paragraph				
190	Subject matter	Subject matter	Subject matter	Subject matter
Article 2, first paragraph, point (1), amending provision, third paragraph				
191	This Directive lays down minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles, and for remote sensing of vehicles, circulating within the territory of the Member States.; ’	This Directive lays down minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles, and for remote sensing of vehicles, circulating within the territory of the Member States.; ’	This Directive lays down minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles, and for **the progressive use of** remote sensing of vehicles, circulating within the territory of the Member States.; ’	’ C
Article 2, first paragraph, point (2)				
192	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:
Article 2, first paragraph, point (2)(a)				
193	(a) paragraph 1 is amended as follows:	(a) paragraph 1 is amended as follows:	(a) **in** paragraph 1 **the following point (aa) is inserted** ~~is amended as follows~~:	
Article 2, first paragraph, point (2)(a)(i)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
194	(i) the following point (aa) is inserted:	(i) the following point (aa) is inserted:	~~(i) the following point (aa) is inserted:~~	
Article 2, first paragraph, point (2)(a)(i), amending provision, numbered paragraph (aa)				
195	‘ (aa) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3.5 tonnes – vehicle category N1;; ’,	‘ (aa) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3.5 tonnes – vehicle category N1;; ’,	‘ (aa) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3.5 tonnes – vehicle category N1;; ’,	‘ (aa) motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3.5 tonnes – vehicle category N1;; ’,
Article 2, first paragraph, point (2)(a)(ii)				
196	(ii) the following second subparagraph is added:	(ii) the following second subparagraph is added:	*deleted*	
Article 2, first paragraph, point (2)(a)(ii), amending provision, first paragraph				
197	‘ Article 4a shall also apply to motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising not more than eight seating positions in addition to the driver’s seating position – vehicle category M1, and to two-, three- or four-wheel motor vehicles referred to in Article 4 of Regulation (EU) No 168/2013 of the European Parliament and of	‘ Article 4a shall also apply to motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising not more than eight seating positions in addition to the driver’s seating position – vehicle category M1, and to two-, three- or four-wheel motor vehicles referred to in Article 4 of Regulation (EU) No 168/2013 of the European Parliament and of	*deleted*	*C*

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the Council***** – vehicle category L.	the Council***** – vehicle category L.		
Article 2, first paragraph, point (2)(a)(ii), amending provision, second paragraph				
198			*deleted*	‘
Article 2, first paragraph, point (2)(a)(ii), amending provision, third paragraph				
199	_____ ***** Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/167/oj).; ’	_____ ***** Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/167/oj).; ’	*deleted*	’
Article 2, first paragraph, point (2)(aa)				
199a			**(b) the following paragraph 1a is inserted:**	
Article 2, first paragraph, point (2)(aa), amending provision, first paragraph				
199b			‘ **1a. Member States, which carry out annual periodic roadworthiness tests in accordance with Directive 2014/45/EU, on vehicles**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			registered in their territory of category N1 starting two years after the vehicle was first registered, may exclude that vehicle category from the scope of application of this Directive.' , Please compare to EP amendment in Article 5(2) of the amended Directive, line 226	
Article 2, first paragraph, point (2)(b)				
200	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	~~(b)~~**(c)** paragraph 2 is replaced by the following:	A
Article 2, first paragraph, point (2)(b), amending provision, numbered paragraph (2)				
201	‘ 2. This Directive shall not affect the right of Member States to carry out technical roadside inspections on vehicles not referred to in paragraph 1, and to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive shall prevent a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.; ,	‘ 2. This Directive shall not affect the right of Member States to carry out technical roadside inspections on vehicles not referred to in paragraph 1, and to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive shall prevent a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.; ,	‘ 2. This Directive shall not affect the right of Member States to carry out technical roadside inspections on vehicles not referred to in paragraph 1, and to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive shall prevent a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.; ,	‘ 2. This Directive shall not affect the right of Member States to carry out technical roadside inspections on vehicles not referred to in paragraph 1, and to check other aspects of road transport and safety, or to carry out inspections in places other than public roads. Nothing in this Directive shall prevent a Member State from limiting the use of a particular type of vehicle to certain parts of its road network for reasons of road safety.; ,

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (3)				
202	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows:	(3) Article 3 is amended as follows:
Article 2, first paragraph, point (3)(a)				
203	(a) point (11) is replaced by the following:	(a) point (11) is replaced by the following:	(a) point (~~11~~**13**) is replaced by the following:	A
Article 2, first paragraph, point (3)(a), amending provision, numbered paragraph (11)				
204	‘ (11) ‘roadworthiness certificate’ means a roadworthiness test report as defined in Article 3, point (12), of Directive 2014/45/EU;; ’	‘ (11) ‘roadworthiness certificate’ means a roadworthiness test report as defined in Article 3, point (12), of Directive 2014/45/EU;; ’	‘ (~~11~~**13**) ‘roadworthiness certificate’ means a roadworthiness test report as defined in Article 3, point (12), of Directive 2014/45/EU;; ’	A
Article 2, first paragraph, point (3)(b)				
205	(b) point 18 is deleted;	(b) point 18 is deleted;	(b) point 18 is deleted;	(b) point 18 is deleted;
Article 2, first paragraph, point (3)(c)				
206	(c) the following points (21) and (22) are added:	(c) the following points (21) and (22) are added:	(c) the following points (21) and (22) are added:	(c) the following points (21) and (22) are added:
Article 2, first paragraph, point (3)(c), amending provision, numbered paragraph (21)				
207	‘ (21) ‘remote sensing’ means the screening of vehicles by measuring on-road exhaust emissions, including nitrogen	‘ (21) ‘remote sensing’ means the screening of vehicles by measuring on-road exhaust emissions, including nitrogen	‘ (21) ‘remote sensing’ means the screening of vehicles by measuring on-road exhaust emissions, including nitrogen	‘ (21) ‘remote sensing’ means the screening of vehicles by measuring on-road exhaust emissions, including nitrogen

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	oxides and particulate matter, or noise levels of vehicles passing in the proximity of fixed or mobile roadside equipment, or by plume chasing in the case of screening vehicles for air pollutant emissions;	oxides and particulate matter, or noise levels of vehicles passing in the proximity of fixed or mobile roadside equipment, or by plume chasing in the case of screening vehicles for air pollutant emissions;	oxides and particulate matter, or noise levels of vehicles passing in the proximity of fixed or mobile roadside equipment, or by plume chasing in the case of screening vehicles for air pollutant emissions;	oxides and particulate matter, or noise levels of vehicles passing in the proximity of fixed or mobile roadside equipment, or by plume chasing in the case of screening vehicles for air pollutant emissions;
Article 2, first paragraph, point (3)(c), amending provision, numbered paragraph (22)				
208	(22) ‘plume chasing’ means the measuring of on-road air pollutant emissions of vehicles followed by a chasing vehicle equipped with an appropriate sampling device and measuring instrument.; ’	(22) ‘plume chasing’ means the measuring of on-road air pollutant emissions of vehicles followed by a chasing vehicle equipped with an appropriate sampling device and measuring instrument.; ’	(22) ‘plume chasing’ means the measuring of on-road air pollutant emissions of vehicles followed by a chasing vehicle equipped with an appropriate sampling device and measuring instrument.; ’	(22) ‘plume chasing’ means the measuring of on-road air pollutant emissions of vehicles followed by a chasing vehicle equipped with an appropriate sampling device and measuring instrument.; ’
Article 2, first paragraph, point (4)				
209	(4) Article 4 is replaced by the following:	(4) Article 4 is replaced by the following:	*deleted*	
Article 2, first paragraph, point (4), amending provision, first paragraph				
210	‘ Article 4	‘ Article 4	*deleted*	*C*
Article 2, first paragraph, point (4), amending provision, second paragraph				
211	Roadside inspection system	Roadside inspection system	*deleted*	*C*
Article 2, first paragraph, point (4), amending provision, third paragraph				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
212	The technical roadside inspection system shall include the use of remote sensing as referred to in Article 4a, initial technical roadside inspections as referred to in Article 10(1), and more detailed technical roadside inspections as referred to in Article 10(2). '	The technical roadside inspection system shall include the ~~*use of remote sensing*~~***system to screen the vehicle fleet,*** as referred to in Article 4a, initial technical roadside inspections as referred to in Article 10(1), and more detailed technical roadside inspections as referred to in Article 10(2). '	*deleted*	*C*
Article 2, first paragraph, point (5)				
213	*(5)* the following Article 4a is inserted:	(5) the following Article 4a is inserted:	*deleted*	*C*
Article 2, first paragraph, point (5), amending provision, first paragraph				
214	‘ Article 4a	‘ Article 4a	*deleted*	*C*
Article 2, first paragraph, point (5), amending provision, second paragraph				
215	Remote sensing	~~*Remote sensing*~~***Screening of vehicles for air pollutant emissions.***	*deleted*	*C*
Article 2, first paragraph, point (5), amending provision, numbered paragraph (1)				
216	*1.* Member States shall use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions. Each year, each Member State	1. ***Member States shall, taking into account national circumstances and with a view to increasing the efficiency of roadside inspections, establish a***	*deleted*	*C*

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	***system to screen motor vehicles with regard to their air pollutant emissions in road traffic in order to help identify potential high-emitting vehicles. Such screening shall be based on the principle of technological neutrality. For that purpose, Member States can use any combination of remote sensing technologies, be it fixed or mobile, stationary roadside equipment, and plume chasing.*** Member States shall ~~*use*~~***record a sufficient number of*** remote sensing technology ***measurements and use the data collected to assess real-world*** ~~*to screen motor vehicles for their air*~~ pollutant and ***optionally*** noise emissions ***of their vehicle fleet. The data collected shall be processed and stored in compliance with the applicable EU data protection law.*** ~~*. Each year, each*~~ Member ~~*State*~~***States*** shall ~~*take the measures necessary to screen the equivalent of at least 30 % of the fleet of motor*~~***collect data in such a way that high-emitting*** vehicles ~~*registered in its territory using that technology*~~***can be identified and verified accordingly***.		

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), first subparagraph				
217	*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.	2. ***Screening carried out pursuant to paragraph 1 shall be indicative only and shall not in itself constitute confirmation of non-compliance.*** Member States shall ~~*use the results of such remote sensing to identify high-emitting*~~***establish the necessary number of measurements, thresholds for exhaust emissions and optionallynoise levels, and other conditions under which*** vehicles~~*. However, a vehicle shall not be considered to have failed or passed a roadside*~~ ***identified as potential high-emitters are required to undergo further technical*** inspection on the basis of ~~*a single remote sensing measurement*~~***one or more screenings in order to verify and, where relevant, address the results of such initial screening***.	*deleted*	C
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), second subparagraph				
218	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	*deleted*	*deleted*	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.			
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), third subparagraph				
219	Such verification by Member States may take place as follows:	*deleted*	*deleted*	C
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), third subparagraph, point (a)				
220	*(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;	*deleted*	*deleted*	C
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), third subparagraph, point (b)				
221	*(b)* within 15 days from the last remote sensing measurement	*deleted*	*deleted*	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.			
Article 2, first paragraph, point (5), amending provision, numbered paragraph (2), third subparagraph, point (ba)				
221a			*deleted*	
Article 2, first paragraph, point (5), amending provision, numbered paragraph (3)				
222	*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	3. ~~*Regarding vehicles registered in another*~~ Member ~~*State, the competent authority*~~***States*** shall ***inform the Commission of their respective national systems and frequencies, criteria and thresholds that they apply. They shall also*** notify the ~~*competent authority of the Member State of registration of the remote sensing measurements and*~~***Commission*** of any ~~*subsequent technical roadside inspection, through the contact points referred to in Article 17 of this Directive. Where no*~~	*deleted*	*C*

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	~~*subsequent roadside inspection took place*~~***changes thereto. Within one year following the first notification***, ~~*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*~~***report to the Commission on the results of their screening of vehicles for air pollutant emissions***.		
Article 2, first paragraph, point (5), amending provision, numbered paragraph (4)				
223	*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.; ,	4. Member States ~~*may also verify the exhaust emissions, the noise level, or both, of any*~~***shall ensure that the owner andor holder of a*** vehicle that ***has been identified as high emitting is notified and their vehicles are selected for further technical inspection in order to verify, and where relevant address compliance. Where a vehicle registered in another Member State is identified as potentially***	*deleted*	*C*

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		high-emitting and is not subject to an immediate roadside inspection, the competent authority of the identifying Member State*~~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*~~***notify the competent authority of the Member State of registration. The Member State of registration shall inform the owner and/or holder of the vehicle and shall undertake appropriate follow-up action in respect of vehicles identified as potentially high-emitting, including, where necessary, requiring the vehicle to be presented at a testing centre to verify and, where relevant, address compliance***.~~;~~		
Article 2, first paragraph, point (5), amending provision, numbered paragraph (4a)				
223a		***4a. The Commission shall, on the basis of information provided by Member States, collect and analyse best practices concerning the screening of***		C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		vehicles for air pollutant emissions, including measures to ensure the protection of personal data, and shall report its findings to the Parliament and to the Council. Based on this analysis, the Commission may issue recommendations on thresholds for exhaust emissions, together with the associated accuracy requirements, including provisions on repeated measurements.		
Article 2, first paragraph, point (5), amending provision, numbered paragraph (4b)				
223b		***4b. Member States shall apply this Article by/at the latest [three years after the entry into force of this Directive].*** ,		C
Article 2, first paragraph, point (6)				
224	(6) in Article 5, paragraphs 1 and 2 are replaced by the following:	(6) in Article 5, paragraphs 1 and 2 are replaced by the following:	(6) in Article 5, paragraphs 1 and 2 are replaced by the following:	(6) in Article 5, paragraphs 1 and 2 are replaced by the following:
Article 2, first paragraph, point (6), amending provision, numbered paragraph (1)				
225	‘ 1. For vehicles referred to in Article 2(1), points (a), (b), (c) and (d), Member States shall carry out a total number of	‘ 1. For vehicles referred to in Article 2(1), points (a), (b), (c) and (d), Member States shall carry out a total number of	‘ 1. For vehicles referred to in Article 2(1), points (a), (b), (c) and (d), Member States shall carry out a total number of	‘ 1. For vehicles referred to in Article 2(1), points (a), (b), (c) and (d), Member States shall carry out a total number of

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.	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.	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.	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.
Article 2, first paragraph, point (6), amending provision, numbered paragraph (2)				
226	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.; ,	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***:*** ***(a) 0,5*** ~~2~~ % of the total number of those vehicles that are registered in their territory~~.~~ ***during the first 2 years following the date of transposition of this Directive***; ***(b) 1 % during the subsequent 2 years; and*** ***(c) 2 % thereafter.*** ***By way of derogation from the first subparagraph, a Member State shall be exempt from this obligation where it demonstrates that measures implemented pursuant to Article 4a of this Directive cover the equivalent of at least 20% of its vehicle fleet.***	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~~**10** % of the total number of ~~those~~**initial technical roadside inspections of the** vehicles ~~that are registered in their territory~~**referred to in paragraph 1.**'; ,	, C

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		By way of derogation from the first subparagraph, Member States may limit roadside inspections of light commercial vehicles, as referred to in Article 2(1), point (aa), that have undergone a periodic technical inspection within the preceding 12 months to the items listed in Section 8.2 of Annex II. ,		
Article 2, first paragraph, point (7)				
227	(7) in Article 6, paragraph 1 is replaced by the following:	(7) in Article 6, paragraph 1 is replaced by the following:	(7) in Article 6, paragraph 1 is replaced by the following:	(7) in Article 6, paragraph 1 is replaced by the following:
Article 2, first paragraph, point (7), amending provision, first paragraph				
228	‘ For the attribution of a risk profile to an undertaking, Member States may use the criteria set out in Annex I. That information shall be used to perform checks on undertakings with a high risk rating score more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.	‘ For the attribution of a risk profile to an undertaking, Member States may use the criteria set out in Annex I. That information shall be used to perform checks on undertakings with a high risk rating score more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.	‘ For the attribution of a risk profile to an undertaking, Member States may use the criteria set out in Annex I. That information shall be used to perform checks on undertakings with a high risk rating score more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.	‘ For 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
Article 2, first paragraph, point (7), amending provision, second paragraph				
229	For vehicles referred to in Article 2(1), points (a) to (c), Member	For vehicles referred to in Article 2(1), points (a) to (c), Member	For vehicles referred to in Article 2(1), points (a) to (c), Member	For vehicles referred to in Article 2(1), points (a) to (c), Member

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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.;'	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.;'	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.;'	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.;'
Article 2, first paragraph, point (8)				
230	(8) in Article 7, paragraph 1 is replaced by the following:	(8) in Article 7, paragraph 1 is replaced by the following:	(8) in Article 7, paragraph 1 is replaced by the following:	(8) in Article 7, paragraph 1 is replaced by the following:
Article 2, first paragraph, point (8), amending provision, numbered paragraph (1)				
231	‘ 1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format, or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections.; ’	‘ 1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test in electronic format, or a certified printout thereof, and the report of the most recent technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and inspections***, including where such evidence is made available***	‘ 1. Member States shall require drivers to have at their disposal the roadworthiness certificate corresponding to the most recent periodic roadworthiness test ~~in electronic format, or a certified printout thereof,~~ and the report of the most recent **detailed** technical roadside inspection. Member States shall require their authorities to accept electronic evidence of such roadworthiness tests and **roadside** inspections.**’**; ’	‘ 1. ’ B

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
		through the exchange mechanisms referred to in Article 18a~~,~~’		
Article 2, first paragraph, point (9)				
232	(9) Article 9 is replaced by the following:	(9) Article 9 is replaced by the following:	(9) Article 9 is replaced by the following:	(9) Article 9 is replaced by the following:
Article 2, first paragraph, point (9), amending provision, first paragraph				
233	‘ Article 9	‘ Article 9	‘ Article 9	‘ Article 9
Article 2, first paragraph, point (9), amending provision, second paragraph				
234	Selection of vehicles for initial technical roadside inspection	Selection of vehicles for initial technical roadside inspection	Selection of vehicles for initial technical roadside inspection	Selection of vehicles for initial technical roadside inspection’
Article 2, first paragraph, point (9), amending provision, third paragraph				
235	When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile in accordance with the criteria set out in Annex I to this Directive or as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a reasonable suspicion that the vehicle presents a risk to road safety or to the environment, including on the basis of remote sensing.;	When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile in accordance with the criteria set out in Annex I to this Directive or as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a reasonable suspicion that the vehicle presents a risk to road safety or to the environment, including on the basis of remote	When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile in accordance with the criteria set out in Annex I to this Directive or as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a reasonable suspicion that the vehicle presents a risk to road safety or to the environment~~, including on the basis of remote sensing~~.;	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	’	sensing ***technologies, where available***.;’	’	
Article 2, first paragraph, point (9a)				
235a			**(9a) The following Article is inserted:**	
Article 2, first paragraph, point (9a), amending provision, first paragraph				
235b			‘ **‘Article 9a**	C
Article 2, first paragraph, point (9a), amending provision, second paragraph				
235c			**Remote sensing**	C
Article 2, first paragraph, point (9a), amending provision, second paragraph, point (a)				
235d			**(1) Member States may use remote sensing technology to screen motor vehicles for their air pollutant and noise emissions and may on the basis of remote sensing select vehicles for an initial technical roadside inspection. Member States may also use remote sensing to identify potentially high-emitting vehicles, the emissions of which may be verified in a testing centre as defined in Directive 2014/45/EU. Member States that use remote sensing technology shall notify the Commission.**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			Pls compare with EP lines 217, 222, 223	
Article 2, first paragraph, point (9a), amending provision, second paragraph, point (b), first subparagraph				
235e			**(b) The Commission may, based on information provided by Member States using remote sensing in accordance with Article 20(3), adopt implementing acts laying down a set of common remote sensing limits for exhaust or noise emissions, or for both, and associated accuracy requirements such as repeated measurement, to be used to identify high-emitting vehicles which need follow-up in another Member State in accordance with 18(3); different requirements may be set for fixed or mobile remote sensing equipment, or plume chasing, and limits may be set for identifying vehicles with defective emission control systems and vehicles with tampered emission control systems.**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			Pls discuss together with EP line 223a	
Article 2, first paragraph, point (9a), amending provision, second paragraph, point (b), second subparagraph				
235f			**Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).''**	C
Article 2, first paragraph, point (10)				
236	(10) in Article 10, paragraph 1, the second subparagraph is amended as follows:	(10) in Article 10, paragraph 1, the second subparagraph is amended as follows:	(10) ~~in~~ Article 10~~, paragraph 1, the second subparagraph~~ is amended as follows:	A
Article 2, first paragraph, point (10)(a)				
237	(a) point (a) is replaced by the following:	(a) point (a) is replaced by the following:	(a) ~~point (a) is replaced by the following~~**in paragraph 1, the second subparagraph is amended as follows**:	A
Article 2, first paragraph, point (10)(a), amending provision, numbered paragraph (-1)				
237a			‘ **(aa) point (a) is replaced by the following:**	A
Article 2, first paragraph, point (10)(a), amending provision, numbered paragraph (a)				
238	‘ (a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);;	‘ (a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);;	(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);; ’	‘ (a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, in accordance with Article 7(1) and Article 18a(1);;

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	’	’		’
Article 2, first paragraph, point (10)(aa)				
238a		***(ab) point (b) is replaced by the following:***	**(bb) point (b) is replaced by the following:**	B
Article 2, first paragraph, point (10)(ab)				
238b	NOTE: existing text of the Directive: "(b) shall carry out a visual assessment of the technical condition of the vehicle"	***'(b) shall carry out a visual assessment of the technical condition of the vehicle, including a visual assessment of how the vehicle’s cargo is secured. This visual assessment may be supplemented by the use of specific equipment;’***	**'(b) shall carry out a visual assessment of the technical condition of the vehicle. This visual assessment may be supplemented by the use of specific equipment;’;**	B
Article 2, first paragraph, point (10)(b)				
239	(b) point (c) is replaced by the following:	(b) point (c) is replaced by the following:	~~(b)~~**(cc)** point (c) is replaced by the following:	
Article 2, first paragraph, point (10)(b), amending provision, numbered paragraph (c)				
240	‘ (c) shall carry out a visual assessment of the securing of the vehicle’s cargo in accordance with Article 13;;’	‘ (c) shall carry out a visual assessment of the securing of the vehicle’s cargo in accordance with Article 13;;’	‘ (c) shall carry out a visual assessment of the securing of the vehicle’s cargo ~~in accordance with Article 13;;~~’	B
Article 2, first paragraph, point (10)(b), amending provision, Part I				
240a				
Article 2, first paragraph, point (10)(ba)				
240b		***(10a) in Article 10, paragraph 2 is replaced by the following***	**(b) paragraph 2 is replaced by the following:**	A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (10)(bb)				
240c	NOTE: text of existing Directive: "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."	*'2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection and inspection of cargo securing as appropriate in accordance with Article 13, inspection of cargo securing.'*	**'2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection, and inspection of cargo securing in accordance with Article 13;**	B
Article 2, first paragraph, point (10)(bc)				
240d			**(c) paragraph 3 is replaced by the following:**	
Article 2, first paragraph, point (10)(bd)				
240e			**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.**	A
Article 2, first paragraph, point (10)(be)				
240f			**By [PLEASE INSERT: 24 months after the entry into**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			force of this amending Directive] the Commission shall adopt implementing acts specifying the methods and limit values for measuring the particle number (PN) emissions from positive ignition engines referred to in item 8.2 of point 3 of Annex II. The test procedures shall be operational in the inspection facilities within four years after the adoption of the implementing acts.	
Article 2, first paragraph, point (10)(bf)				
240g			**The Commission may adopt implementing acts to specify the methods and limit values, and to identify the EURO emission classes related to those methods, for measuring NOx from positive ignition engines referred to in item 8.2 of point 3 of Annex II. The test procedures shall be operational in the inspection facilities within four years after the adoption of the implementing acts.';**	C
Article 2, first paragraph, point (10)(bg)				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
240h			**Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).';**	C
Article 2, first paragraph, point (11)				
241	(11) Article 13 is replaced by the following:	(11) Article 13 is replaced by the following:	(11) Article 13 is replaced by the following:	(11) Article 13 is replaced by the following:
Article 2, first paragraph, point (11), amending provision, first paragraph				
242	' Article 13	' Article 13	' Article 13	' Article 13
Article 2, first paragraph, point (11), amending provision, second paragraph				
243	Inspection of cargo securing	Inspection of cargo securing	Inspection of cargo securing	Inspection of cargo securing
Article 2, first paragraph, point (11), amending provision, numbered paragraph (1)				
244	1. During roadside inspections, vehicles shall be subject to an inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks shall be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:	1. During roadside inspections, vehicles ~~*shall*~~***may*** be subject to ~~*an*~~ inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks shall be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:	1. During roadside inspections, vehicles ~~shall~~**may** be subject to ~~an~~**a more detailed** inspection of their cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks shall be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:	1. B
Article 2, first paragraph, point (11), amending provision, numbered paragraph (1), point (a)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
245	(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;	(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;	(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;	(a) loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle;
Article 2, first paragraph, point (11), amending provision, numbered paragraph (1), point (b)				
246	(b) loads cannot leave the cargo space or move outside the loading surface.	(b) loads cannot leave the cargo space or move outside the loading surface.	(b) loads cannot leave the cargo space or move outside the loading surface.	(b) loads cannot leave the cargo space or move outside the loading surface.
Article 2, first paragraph, point (11), amending provision, numbered paragraph (2)				
247	2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by Directive 2008/68/EC of the European Parliament and of the Council******, cargo securing and inspection of the securing of cargo shall be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive. The latest version of the standards laid down in point 5 of that Section may be used.	2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by Directive 2008/68/EC of the European Parliament and of the Council******, cargo securing and inspection of the securing of cargo shall be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive. The latest version of the standards laid down in point 5 of that Section may be used.	2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by Directive 2008/68/EC of the European Parliament and of the Council******, cargo securing and inspection of the securing of cargo shall be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive. The latest version of the standards laid down in point 5 of that Section may be used.	2. Without prejudice to the requirements applicable to the transport of certain categories of goods, such as goods covered by Directive 2008/68/EC of the European Parliament and of the Council******, cargo securing and inspection of the securing of cargo shall be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III to this Directive. The latest version of the standards laid down in point 5 of that Section may be used.
Article 2, first paragraph, point (11), amending provision, numbered paragraph (3)				
248	3. The follow-up procedures referred to in Article 14 shall also apply in the case of major or	3. The follow-up procedures referred to in Article 14 shall also apply in the case of major or	3. The follow-up procedures referred to in Article 14 shall also apply in the case of major or	3. The follow-up procedures referred to in Article 14 shall also apply in the case of major or

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	dangerous deficiencies related to cargo securing.	dangerous deficiencies related to cargo securing.	dangerous deficiencies related to cargo securing.	dangerous deficiencies related to cargo securing.
Article 2, first paragraph, point (11), amending provision, numbered paragraph (4), first subparagraph				
249	4. Member States shall ensure that personnel involved in cargo securing checks are appropriately trained for that purpose.	4. Member States shall ensure that personnel involved in cargo securing checks are appropriately trained for that purpose.	4. Member States shall ensure that personnel involved in cargo securing checks are appropriately trained for that purpose.	4. Member States shall ensure that personnel involved in cargo securing checks are appropriately trained for that purpose.
Article 2, first paragraph, point (11), amending provision, numbered paragraph (4), second subparagraph				
250				
Article 2, first paragraph, point (11), amending provision, numbered paragraph (4), third subparagraph				
251	—————————— ******* Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).; ,	—————————— ******* Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).; ,	—————————— ******* Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).; ,	—————————— ******* Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).; ,
Article 2, first paragraph, point (11a)				
251a		***(11a) in Article 14, paragraph 2 is replaced by the following:***		
Article 2, first paragraph, point (11a)				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
251b	NOTE: text of existing paragraph 2: "2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority may request the competent authority of that other Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States may decide to inform the competent authority of the country of registration of the vehicle."	***'2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority shall request the competent authority of that other Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States shall decide to inform the competent authority of the country of registration of the vehicle.'***		C
Article 2, first paragraph, point (12)				
252	(12) in Article 14, the following paragraph 4 is added:	(12) in Article 14, the following paragraph 4 is added:	(12) in Article 14, the following paragraph 4 is added:	(12) in Article 14, the following paragraph 4 is added:
Article 2, first paragraph, point (12), amending provision, numbered paragraph (4)				
253	‘ 4. Obvious tampering or manipulation of any component of	‘ 4. Obvious tampering or manipulation of any component of	‘ 4. ~~Obvious~~ Tampering or manipulation of ~~any component of~~	‘ 4. ’

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the vehicle, including its emission control system, silencer and safety-related systems, shall be considered as major or dangerous deficiencies and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.; ,	the vehicle, including its emission control ***system, high-voltage system, including battery management*** system, silencer and safety-related systems, shall be considered as major or dangerous deficiencies and shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.~~;~~ ,	the vehicle~~, including its~~**'s** emission control system, **high-voltage system, including battery management system,** silencer ~~and~~**or** safety-related systems, ~~shall be considered as~~**that cause** major or dangerous deficiencies~~ and~~**,** shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.**'**; ,	B
Article 2, first paragraph, point (13)				
254	(13) in Article 16, paragraph 2 is replaced by the following:	(13) in Article 16, paragraph 2 is replaced by the following:	(13) in Article 16, paragraph 2 is replaced by the following:	(13) in Article 16, paragraph 2 is replaced by the following:
Article 2, first paragraph, point (13), amending provision, numbered paragraph (2)				
255	‘ 2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with an electronic copy of the inspection report.; ,	‘ 2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with an electronic copy of the inspection report.; ,	‘ 2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with an electronic copy of the inspection report.; ,	‘ 2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with an electronic copy of the inspection report.; ,
Article 2, first paragraph, point (14)				

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
256	(14) in Article 18, paragraph 1 is replaced by the following:	(14) in Article 18, paragraph 1 is replaced by the following:	(14) ~~in~~ Article 18~~, paragraph 1 is replaced by the following~~ **is amended as follows**:	A
Article 2, first paragraph, point (14), amending provision, point (1)				
256a			‘ **(a) paragraph 1 is replaced by the following:**	A
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph				
257	‘ 1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated to the contact point of the Member State of registration through the messaging system (RSI system) referred to in Article 3 of Commission Implementing Regulation (EU) 2017/2205*******.	‘ 1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated to the contact point of the Member State of registration through the messaging system (RSI system) referred to in Article 3 of Commission Implementing Regulation (EU) 2017/2205*******.	1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated to the contact point of the Member State of registration through the messaging system (RSI system) referred to in Article 3 of Commission Implementing Regulation (EU) 2017/2205*******.	‘ 1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated to the contact point of the Member State of registration through the messaging system (RSI system) referred to in Article 3 of Commission Implementing Regulation (EU) 2017/2205*******.

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), second subparagraph				
258	The Commission shall adopt implementing acts laying down detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration pursuant to the first subparagraph of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).	The Commission shall adopt implementing acts laying down detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration pursuant to the first subparagraph of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).	The Commission shall adopt implementing acts laying down detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration pursuant to the first subparagraph of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).	The Commission shall adopt implementing acts laying down detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration pursuant to the first subparagraph of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2).
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), third subparagraph				
259				
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), fourth subparagraph				
260	_____ _____ ******* Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection, (OJ L 314, 30.11.2017, p. 3, ELI:	_____ _____ ******* Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection, (OJ L 314, 30.11.2017, p. 3, ELI:	____ _____ ******* Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection, (OJ L 314, 30.11.2017, p. 3, ELI:	_____ _____ ******* Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection, (OJ L 314, 30.11.2017, p. 3, ELI:

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	http://data.europa.eu/eli/reg_impl/2017/2205/oj).; ,	http://data.europa.eu/eli/reg_impl/2017/2205/oj).;	http://data.europa.eu/eli/reg_impl/2017/2205/oj).;	http://data.europa.eu/eli/reg_impl/2017/2205/oj).;
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1.), fourth subparagraph a				
260a		***(14a) in Article 18, paragraph 2 is replaced by the following***		
Article 2, first paragraph, point (14), amending provision, numbered paragraph (2), first subparagraph				
260b			**(b) The following paragraph 3 is added:**	
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), fourth subparagraph a				
260c	NOTE: existing text of the Directive: "2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected may request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14."	***'2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected shall request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.'*** ,		C
Article 2, first paragraph, point (14), amending provision, numbered paragraph (1), fourth subparagraph b				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
260d			**3. 'In cases where a Member State using remote sensing in accordance with Article 9a has identified a vehicle registered in another Member State as a high-emitting vehicle applying the thresholds and accuracy levels established in the implementing act referred to in Article 9a(2), the Member State shall notify the competent authority of the Member State of registration, via the contact point referred to in Article 17, of the remote sensing measurement results and, if relevant, of the subsequent technical roadside inspection. Where no subsequent roadside inspection took place, the Member State which measured the emissions may request the competent authority of the Member State of registration to take follow-up action as deemed appropriate by the Member State of registration, such as submitting the vehicle to a roadside inspection or a roadworthiness test involving the measurement of the relevant emissions.'** ,	C ,

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (15)				
261	(15) the following Article 18a is inserted:	(15) the following Article 18a is inserted:	(15) the following Article 18a is inserted:	(15) the following Article 18a is inserted:
Article 2, first paragraph, point (15), amending provision, first paragraph				
262	‘ Article 18a	‘ Article 18a	‘ Article 18a	‘ Article 18a
Article 2, first paragraph, point (15), amending provision, second paragraph				
263	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities	Exchange of data between Member States’ authorities
Article 2, first paragraph, point (15), amending provision, numbered paragraph (1), first subparagraph				
264	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.	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.	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.	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.
Article 2, first paragraph, point (15), amending provision, numbered paragraph (1), second subparagraph				
265	Member States shall provide access to data regarding the content of the certificates of conformity, the last roadworthiness certificate, any technical roadside inspection	Member States shall provide access to data regarding the content of the certificates of conformity, the last roadworthiness ~~*certificate*~~***or EU temporary roadworthiness***	**(a)** Member States shall provide access to **vehicle registration data,** data regarding the content of the certificates of conformity **if available**, **the test result in** the last roadworthiness certificate, any	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	report, and the odometer history of the vehicle, stored in national databases, to the competent authorities of other Member States.	***certificates***, 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.	**EU temporary roadworthiness certificate issued during the last three years,** technical roadside inspection ~~report~~**reports of at least the last three years**, and the odometer history of the vehicle, stored in national databases, to the competent authorities of**, and testing centres authorised by,** other Member States.	
Article 2, first paragraph, point (15), amending provision, numbered paragraph (1), third subparagraph				
266	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 Member State are able to consult the relevant database or national vehicle register of any other Member State in real time.	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 Member State are able to consult the relevant database or national vehicle register of any other Member State in real time.	**(b)** Member States shall interconnect their electronic systems on **data contained in** roadworthiness certificates and on odometer history through the MOVE-HUB electronic system developed by the Commission, in such a way that the competent authorities of any Member State are able to consult the relevant database or national vehicle register of any other Member State in real time~~.~~	B
Article 2, first paragraph, point (15), amending provision, numbered paragraph (1), third subparagraph a				
266a			**(c) The obligation laid down in subparagraph (b) shall be considered fulfilled where Member States use their own applications or third-party applications, including**	C

Right

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			European Car and Driving Licence Information System (EUCARIS), to exchange data and to connect to the MOVE-HUB electronic system.	
Article 2, first paragraph, point (15), amending provision, numbered paragraph (2)				
267	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).	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).
Article 2, first paragraph, point (15), amending provision, numbered paragraph (3)				
268	3. The electronic systems interconnections provided for in paragraph 1 shall be operational within one year after the adoption	3. The electronic systems interconnections provided for in paragraph 1 shall be operational within one year after the adoption	3. The electronic systems interconnections provided for in paragraph 1 shall be operational within ~~one year~~**two years** after the	3. , C

PRESS

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	of the implementing acts referred to in paragraph 2.; ,	of the implementing acts referred to in paragraph 2.; ,	adoption of the implementing acts referred to in paragraph 2.'; ,	
Article 2, first paragraph, point (16)				
269	(16) Article 20 is replaced by the following:	(16) Article 20 is replaced by the following:	(16) Article 20 is replaced by the following:	(16) Article 20 is replaced by the following:
Article 2, first paragraph, point (16), amending provision, first paragraph				
270	‘ Article 20	‘ Article 20	‘ Article 20	‘ Article 20
Article 2, first paragraph, point (16), amending provision, second paragraph				
271	Communication of information to the Commission	Communication of information to the Commission	Communication of information to the Commission	Communication of information to the Commission
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph				
272	1. By 31 March 2030 and by 31 March every three years thereafter, Member States shall communicate to the Commission, through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council********, (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall	1. By 31 March 2030 and by 31 March every three years thereafter, Member States shall communicate to the Commission, through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council********, (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those data shall	1. By 31 March 2030**,** and by 31 March ~~every three years~~**of each third year** thereafter, Member States shall communicate to the Commission, through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council********, (‘e-platform’), the data collected relating to each of the previous three calendar years and concerning the vehicles inspected in their territory. Those	1. A

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	include the following information, per calendar year:	include the following information, per calendar year:	data shall include the following information, per calendar year:	
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (a)				
273	(a) the total number of vehicles inspected;	(a) the total number of vehicles inspected;	(a) the total number of vehicles inspected;	(a) the total number of vehicles inspected;
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (b)				
274	(b) the number of vehicles inspected per category;	(b) the number of vehicles inspected per category;	(b) the number of vehicles inspected per category;	(b) the number of vehicles inspected per category;
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (c)				
275	(c) the country of registration of each vehicle inspected;	(c) the country of registration of each vehicle inspected;	(c) the country of registration of each vehicle inspected;	(c) the country of registration of each vehicle inspected;
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (d)				
276	(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Annex IV of this Directive;	(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Annex IV of this Directive;	(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Annex IV of this Directive;	(d) in the case of more detailed inspections, the areas checked and the items failed, in accordance with point 10 of Annex IV of this Directive;
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), first subparagraph, point (e)				
277	(e) the results of the remote sensing measurements carried out in accordance with Article 4a of this Directive.	(e) the results of the remote sensing ***technologies*** measurements***, where such measurements are*** carried out in accordance with Article 4a of this Directive.	*deleted*	C
Article 2, first paragraph, point (16), amending provision, numbered paragraph (1), second subparagraph				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
278	The first report shall cover the years 2027, 2028 and 2029, separately.	The first report shall cover the years 2027, 2028 and 2029, separately.	The ~~first~~**Commission shall** report ~~shall cover the years 2027, 2028 and 2029, separately~~**the data collected to the European Parliament and to the Council**.	B
Article 2, first paragraph, point (16), amending provision, numbered paragraph (2), first subparagraph				
279	2. The Commission shall adopt implementing acts laying down detailed rules concerning the format for communicating the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2). Until the entry into force of such rules, Member States shall use the standard reporting form set out in Annex V.	2. The Commission shall adopt implementing acts laying down detailed rules concerning the format for communicating the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2). Until the entry into force of such rules, Member States shall use the standard reporting form set out in Annex V.	2. The Commission shall adopt implementing acts laying down detailed rules concerning the format for communicating the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2). Until the entry into force of such rules, Member States shall use the standard reporting form set out in Annex V.	2. The Commission shall adopt implementing acts laying down detailed rules concerning the format for communicating the data referred to in paragraph 1 through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 23(2). Until the entry into force of such rules, Member States shall use the standard reporting form set out in Annex V.
Article 2, first paragraph, point (16), amending provision, numbered paragraph (2), second subparagraph				
280	The Commission shall report the data collected to the European Parliament and to the Council.	The Commission shall report the data collected to the European Parliament and to the Council.	*deleted* *Moved before para 2*	*B*
Article 2, first paragraph, point (16), amending provision, numbered paragraph (2), third subparagraph				
281			**3. Member States having notified to the Commission the use of remote sensing in accordance with Article 9a(1), shall communicate to the**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
			Commission within one year of such notification the levels of exhaust or noise emissions, where relevant, per vehicle category, as well as accuracy requirements such as repeated measurement, which they have established to identify high-emitting vehicles, together with summaries of related measuring results. Member States shall communicate to the Commission any changes to those levels and requirements.';	
Article 2, first paragraph, point (16), amending provision, numbered paragraph (2), fourth subparagraph				
282	_____ _____ ******** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of	_____ _____ ******** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of	— _____ _____ ******** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of	_____ __ ******** Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).; ,	the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).; ,	the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).'; ,	the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1, ELI : http://data.europa.eu/eli/reg/2018/1999/oj).'; ,
Article 2, first paragraph, point (17)				
283	(17) Article 21 is amended as follows:	(17) Article 21 is amended as follows:	(17) **In** Article 21 ~~is amended as follows~~:	A
Article 2, first paragraph, point (17)(a)				
284	(a) the second and third indents are replaced by the following:	(a) the second and third indents are replaced by the following:	~~(a)~~ the second and third indents are replaced by the following:	
Article 2, first paragraph, point (17)(a), amending provision, first paragraph				
285	‘ – update point 3 of Annex II in respect of methods in the event that more efficient and effective test methods become available, without extending the list of items to be tested;	‘ – update point 3 of Annex II in respect of methods in the event that more efficient and effective test methods become available, without extending the list of items to be tested;	‘ – update point 3 of Annex II in respect of methods in the event that more efficient and effective test methods become available, without extending the list of items to be tested;	‘ – update point 3 of Annex II in respect of methods in the event that more efficient and effective test methods become available, without extending the list of items to be tested;
Article 2, first paragraph, point (17)(a), amending provision, numbered paragraph (–)				
286	– adapt point 3 of Annex II, following a positive assessment of the costs and benefits involved, in	– adapt point 3 of Annex II, following a positive assessment of the costs and benefits involved, in	– adapt point 3 of Annex II, following a positive assessment of the costs and benefits involved, in	– adapt point 3 of Annex II, following a positive assessment of the costs and benefits involved, in

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	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;'; ,	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;'; ,	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;'; ,	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;'; ,
Article 2, first paragraph, point (17)(b)				
287	(b) the following fourth and fifth indents are added:	(b) the following fourth and fifth indents are added:	*deleted*	C
Article 2, first paragraph, point (17)(b), amending provision, first paragraph				
288	' – set common [remote sensing] limits for exhaust or noise emissions, or for both, to be used to identify high-emitting vehicles, based on the results communicated by the Member States to the Commission in accordance with Article 20(1), point (e); different limits may be set for identifying vehicles with defective emission control systems and vehicles with tampered emission control systems;	' – set common [remote sensing] limits for exhaust or noise emissions, or for both, to be used to identify high-emitting vehicles, based on the results communicated by the Member States to the Commission in accordance with Article 20(1), point (e); different limits may be set for identifying vehicles with defective emission control systems and vehicles with tampered emission control systems;	*deleted*	C
Article 2, first paragraph, point (17)(b), amending provision, numbered paragraph (–)				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
289	– specify the methods for the particle number (PN) measurement of positive ignition engines and for the nitrogen oxides (NO_X) measurement of compression and positive ignition engines required pursuant to Section 8.2 of point 3 of Annex II.’; ,	– specify the methods for the particle number (PN) measurement of positive ignition engines and for the nitrogen oxides (NO_X) measurement of compression and positive ignition engines required pursuant to Section 8.2 of point 3 of Annex II.’;	*deleted*	C
Article 2, first paragraph, point (17)(b), amending provision, numbered paragraph (–a)				
289a		***– indent 6(new): - amend Annex III, following an assessment of the costs and benefits involved, in order to set further common standards for cargo securing;*** ,		B
Article 2, first paragraph, point (18)				
290	(18) Article 24 is replaced by the following:	(18) Article 24 is replaced by the following:	(18) Article 24 is replaced by the following:	(18) Article 24 is replaced by the following:
Article 2, first paragraph, point (18), amending provision, first paragraph				
291	‘ Article 24	‘ Article 24	‘ Article 24	‘ Article 24
Article 2, first paragraph, point (18), amending provision, second paragraph				
292	Reporting	Reporting	Reporting	Reporting
Article 2, first paragraph, point (18), amending provision, third paragraph				

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
293	By [two years from the date referred to in Article 20(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive. The report shall analyse, in particular, its effect in terms of improvement of road safety and reduction in emissions.; ,	By [two years from the date referred to in Article 20(1)], the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive. The report shall analyse, in particular, its effect in terms of improvement of road safety and reduction in emissions.; ,	By ~~[two years from the date referred to in Article 20(1)]~~**31 March 2032**, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive. The report shall analyse, in particular, its effect in terms of improvement of road safety and reduction in emissions.~~;~~’	A ,
Article 2, first paragraph, point (18a), first subparagraph				
293a			**(18a) the following Article 24a is inserted:**	
Article 2, first paragraph, point (18a), second subparagraph				
293b			**‘Article 24a**	C
Article 2, first paragraph, point (18a), third subparagraph				
293c			**Review**	C
Article 2, first paragraph, point (18a), fourth subparagraph				
293d			**After receiving reports regarding remote sensing in accordance with Article 20(3) from at least five Member States, the Commission shall assess the effectiveness of remote sensing in accordance with Article 9a.’;**	C

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
Article 2, first paragraph, point (19)				
294	(19) Annexes II, III, IV, and V are amended in accordance with Annex II to this Directive.	(19) Annexes II, III, IV, and V are amended in accordance with Annex II to this Directive.	(19) Annexes II, III, IV, and V are amended in accordance with Annex II to this Directive.	(19) Annexes II, III, IV, and V are amended in accordance with Annex II to this Directive.
Article 3				
295	Article 3	Article 3	Article 3	Article 3
Article 3(1), first subparagraph				
296	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [PLEASE INSERT DATE: 2 years following the entry into force of this Directive]. They shall immediately communicate the text of those measures to the Commission.	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [PLEASE INSERT DATE: 2 years following the entry into force of this Directive]. They shall immediately communicate the text of those measures to the Commission.	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [PLEASE INSERT DATE: 2 years following the entry into force of this Directive]. They shall immediately communicate the text of those measures to the Commission.	1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [PLEASE INSERT DATE: 2 years following the entry into force of this Directive]. They shall immediately communicate the text of those measures to the Commission.
Article 3(1), second subparagraph				
297	When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.
Article 3(2)				
298	2. Member States shall communicate to the Commission	2. Member States shall communicate to the Commission	2. Member States shall communicate to the Commission	2. Member States shall communicate to the Commission

PUBLIC

	CLEAN Commission's Proposal	VS.AUX2 EP Mandate	VS.AUX2 Council Mandate	CLEAN Draft Agreement
	the text of the main measures of national law which they adopt in the field covered by this Directive.	the text of the main measures of national law which they adopt in the field covered by this Directive.	the text of the main measures of national law which they adopt in the field covered by this Directive.	the text of the main measures of national law which they adopt in the field covered by this Directive.
Article 4				
299	Article 4	Article 4	Article 4	Article 4
Article 4, first paragraph				
300	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.
Article 5				
301	Article 5	Article 5	Article 5	Article 5
Article 5, first paragraph				
302	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.
Formula				
303	Done at Brussels,	Done at Brussels,	Done at Brussels,	Done at Brussels,

PUBLIC