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## WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Land Transport
N° prev. doc.:	ST 7444/3/23 REV 3
N° Cion doc.:	ST 6792/23 + COR 1+ ADD 1 + ADD1 COR1
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences - Revised Presidency compromise - Comments from Hungary

Delegations will find, attached, comments from **Hungary** on the above-mentioned document.

## **Comments from the Hungarian delegation**

**Subject: Proposal for a Directive of the European Parliament and of the Council amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road safety-related traffic offences – documents ST 7444/3/23 and WK 11550/2023 INIT**

I. Hungary thanks the Presidency for the new **compromise text**.

Hungary is still analyzing the proposal and therefore maintains its scrutiny reservation on the text in general.

However, as a preliminary remark, we basically support technical amendments aimed at a consistent use of the terms "concerned persons", "competent authorities" and "national contact point".

Concerning the definition of "competent authorities", we point out the need to include law enforcement authorities in addition to judicial and administrative authorities.

We appreciate that the draft text is more explicit on the allocation of tasks and powers either to the Member State of the offence or to the Member State of registration/residence. However, here is a need to revise carefully the concerned articles.

We also suggest some structural changes in the text for the sake of clarity.

Please, find attached our detailed comments related to the above remarks incorporated in the compromise text.

We reiterate again our need for the development of multi-language templates for information letters.

II. Hungary also thanks the Presidency for the non-paper on the CBE portal and gives the below response to the questions raised.

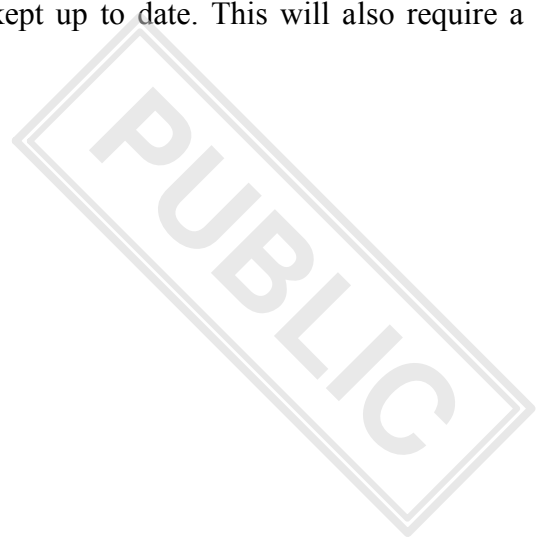
***Do you consider the CBE Portal as possible IT solution for the communication between MS authorities (G2G)? If yes, what should be the content/functionalities of the CBE Portal? How to interact with EUCARIS?***

Hungary believes that the CBE Portal should be an information tool. Interaction between MS authorities should take place via channels and applications developed by EUCARIS.

***Do you agree that the CBE Portal would contain only the informative functionality i.e. it would be a repository of specific information? If not, what IT solutions, including their content/functionalities should be used instead?***

We strongly believe that the CBE portal should have an informative function. It should provide information on the implementation of the Directive in all Member States. We would see added value in placing all language versions of information letters and samples of follow-up documents on the Portal. However, making available MS-specific content and sample

documents will only have added value if they are kept up to date. This will also require a significant contribution from MS.





Council of the  
European Union

Brussels, 18 September 2023  
(OR. en)

**Interinstitutional File:**  
**2023/0052(COD)**

7444/3/23  
REV 3

LIMITE

TRANS 99  
JAI 319  
DAPIX 3  
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IA 42

#### WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	ST 7444/2/23 REV 2
No. Cion doc.:	ST 6792/23
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences – Revised Presidency compromise

In view of the Land Transport working party on 25 September 2023, delegations will find, attached, a forth Presidency compromise on the above mentioned proposal.

Changes compared to ST 7441/2/23 REV 2 are indicated in bold underline for **new text** and in strikethrough for ~~deleted text~~. Where the Presidency understands that the text is stable, previous changes have been integrated as normal text.

Proposal for a

**DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**amending Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences**

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,

Having regard to the opinion of the Committee of the Regions<sup>2</sup>,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Directive (EU) 2015/413 facilitates the cross-border exchange of information on road-safety-related traffic offences and thereby lowers the impunity of non-resident offenders. An effective cross-border investigation and enforcement of road-safety-related traffic offences

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<sup>1</sup> OJ C , , p. .

<sup>2</sup> OJ C , , p. .

improves road safety as it encourages non-resident drivers to commit fewer offences and drive more safely.

- (2) The practice of enforcement authorities involved in the investigation of road-safety-related traffic offences has shown that the current wording of Directive (EU) 2015/413 fails in facilitating an effective investigation of the road-safety-related traffic offences committed by non-resident drivers and in the enforcement of financial penalties to the desired degree. That results in a relative impunity of non-resident drivers and has a negative impact on road safety in the Union. Furthermore, procedural and fundamental rights of non-resident drivers are not always respected in the context of cross-border investigations, in particular due to a lack of transparency in the setting of the amount of the fines and in the appeal procedures. This Directive aims to further improve the effectiveness of the investigation of road-safety-related traffic offences committed with vehicles registered in another Member State in order to help reach the Union's goal of reducing the death toll in all modes of transport to close to zero by 2050 and to strengthen the protection of fundamental and procedural rights of non-resident drivers.
- (3) In its EU Road Safety Policy Framework 2021-2030<sup>3</sup>, the Commission recommitted to the ambitious goal to get close to zero deaths and zero serious injuries on Union roads by 2050 ("Vision Zero"), and to the medium-term aim to reduce deaths and serious injuries by 50% by 2030, a target originally set in 2017 by the Union Transport Ministers in the Valletta Declaration on Road Safety. In order to achieve those goals the Commission, as part of the Communication "Sustainable and Smart Mobility Strategy – putting European transport on track for the future"<sup>4</sup>, announced its intent to revise Directive (EU) 2015/413 of the European Parliament and of the Council<sup>5</sup>.
- (4) The scope of the Directive should be extended to other road-safety-related traffic offences to ensure equal treatment of drivers. Considering the legal basis on which Directive (EU)

<sup>3</sup> SWD(2019) 283 final

<sup>4</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future', COM(2020) 789 final.

<sup>5</sup> Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).

2015/413 was adopted, namely Article 91(1), point (c), of the Treaty on the Functioning of the European Union, additional offences should demonstrate a strong link to road safety, by addressing dangerous and reckless behaviours which pose a serious risk to road users. The extension of the scope should also reflect the technical progress in the automatic detection of road-safety-related traffic offences.

- (4a) The scope of the Directive should also be extended to cover not respecting the rules on vehicle access restrictions, as Member States also experience a lot of challenges enforcing the rules on non-residents. As these restrictions are introduced either for ensuring road safety, managing traffic or preventing pollution, it would be appropriate to extend the legal basis with Article 91(1), point (d), while taking into account that according to Article 11 of the TFEU environmental protection requirements must be integrated into the implementation of the Union's policies.
- (5) Road-safety-related traffic offences are classified either as administrative offences or criminal offences under the national law of the Member States, which may give rise to proceedings brought by administrative or judicial authorities, before courts having jurisdiction in administrative or criminal matters, depending on the applicable national procedures. A specific Union legal framework regulates judicial cooperation in criminal matters, which is based on the principle of mutual recognition of judgments and judicial decisions. It is therefore necessary that the application of this Directive does not undermine the rights and obligations of the Member States stemming from other applicable Union legislation in criminal matters, and in particular those laid down in Council Framework Decision 2005/214/JHA<sup>6</sup>, Directive 2014/41/EU of the European Parliament and of the Council<sup>7</sup> as concerns the procedures for exchanges of evidence, and the procedures for service of documents laid down in Article 5 of the Convention established by the Council in accordance with Article 34 of the Treaty on European Union, on Mutual Assistance in Criminal Matters between the Member States of the European Union<sup>8</sup>. Further, criminal proceedings demanding specific guarantees for the individuals concerned, the procedural

<sup>6</sup> Council Framework Decision 2005/214/JHA of 24 February 2005 on the application of the principle of mutual recognition to financial penalties (OJ L 76, 22.3.2005, p. 16).

<sup>7</sup> Directive 2014/41/EU of the European Parliament and of the Council of 3 April 2014 regarding the European Investigation Order in criminal matters (OJ L 130, 1.5.2014, p. 1).

<sup>8</sup> OJ C 197, 12.7.2000, p. 3.

safeguards for suspects and accused persons, enshrined in Directives 2010/64/EU<sup>9</sup>, 2012/13/EU<sup>10</sup>, 2013/48/EU<sup>11</sup>, (EU) 2016/343<sup>12</sup>, (EU) 2016/800<sup>13</sup> and (EU) 2016/1919 of the European Parliament and of the Council<sup>14</sup>, should also not be affected by the implementation of this Directive.

- (6) The responsibilities and competences of national contact points should be defined to ensure that they seamlessly cooperate with ~~other~~ **all** authorities involved in the investigation of the road-safety-related traffic offences which fall within the scope of this Directive. National contact points should always be available for such **competent** authorities and answer their requests within reasonable time. This should be the case regardless of the nature of the offence or the legal status of the **competent** authority, and in particular regardless of whether the **competent** authority has national or subnational or local competence.
- (7) The basics of the system of cross-border exchange of information established by Directive (EU) 2015/413 have proved to be effective. However, further improvements and adjustments are necessary to remedy issues resulting from lacking, erroneous or inaccurate data. Therefore, further obligations should be imposed on Member States regarding the need to keep certain data in the relevant databases available and up-to-date to increase the effectiveness of the information exchange.

<sup>9</sup> Directive 2010/64/EU of the European Parliament and of the Council of 20 October 2010 on the right to interpretation and translation in criminal proceedings (OJ L 280, 26.10.2010, p. 1).

<sup>10</sup> Directive 2012/13/EU of the European Parliament and of the Council of 22 May 2012 on the right to information in criminal proceedings (OJ L 142, 1.6.2012, p. 1).

<sup>11</sup> Directive 2013/48/EU of the European Parliament and of the Council of 22 October 2013 on the right of access to a lawyer in criminal proceedings and in European arrest warrant proceedings, and on the right to have a third party informed upon deprivation of liberty and to communicate with third persons and with consular authorities while deprived of liberty (OJ L 294, 6.11.2013, p. 1).

<sup>12</sup> Directive (EU) 2016/343 of the European Parliament and of the Council of 9 March 2016 on the strengthening of certain aspects of the presumption of innocence and of the right to be present at the trial in criminal proceedings (OJ L 65, 11.3.2016, p. 1).

<sup>13</sup> Directive (EU) 2016/800 of the European Parliament and of the Council of 11 May 2016 on procedural safeguards for children who are suspects or accused persons in criminal proceedings (OJ L 132, 21.5.2016, p. 1).

<sup>14</sup> Directive (EU) 2016/1919 of the European Parliament and of the Council of 26 October 2016 on legal aid for suspects and accused persons in criminal proceedings and for requested persons in European arrest warrant proceedings, (OJ L 297, 4.11.2016, p. 1).



- (8) The **national contact point of the** Member State of the offence should also be allowed to conduct automated searches in vehicle registers to retrieve data on end users of vehicles where such information is already available. Furthermore, a data retention period should be established as regards the identity of the previous owners, holders and end users of the vehicles to provide authorities with the appropriate information they need for the investigation.
- (9) The request to disclose vehicle registration data and the exchange of the data elements in cross-border cases should be carried out through a single electronic system. Therefore, also building on the already existing technical framework, the automated searching of vehicle registration data under Directive (EU) 2015/413 should only be carried out through the European Vehicle and Driving Licence Information System (Eucaris) software application, and amended versions of that software. Such an application should allow for the expeditious, cost-efficient, secure and reliable exchange of specific vehicle registration data between Member States, and therefore increase the efficiency of the investigation. Member States should prevent the exchange of information by other means, which would be less cost-efficient and may not ensure the protection of the transmitted data.
- (10) In order to ensure uniform conditions for the searches to be conducted by Member States, the Commission should be empowered to adopt implementing acts laying down procedures for such searches. However, transitional measures for the automated exchange of vehicle registration data based on the existing electronic system should be in place to guarantee seamless data exchanges until such rules become applicable.
- (11) In cases where the **liable concerned** person cannot be identified with the certainty required by the legislation of the Member State of the offence based on the information acquired from the vehicle register, Member States should cooperate in order to ascertain the identity of the **liable concerned** person. To that end, a mutual assistance procedure should be introduced aimed at identifying the **liable concerned** person, either through a request for confirmation, on the basis of information already held by the **competent authority of the** Member State of the offence, or through a request for a targeted enquiry to be conducted by the relevant **competent** authorities of the Member State of registration or of the Member State of residence.

- (12) The competent authority of the Member State of registration or Member State of residence should provide the additional information requested by the competent authority of the Member State of the offence necessary for the identification of the ~~liable~~ concerned person within reasonable time. If it is not possible to gather or provide the information, the ~~requesting~~ competent authority of the Member State of the offence should be informed without undue delay. **Member States should use their national contact points in order to allow for a secure and efficient transfer of the both outgoing request for mutual assistance and the incoming reply to it.**
- (13) The grounds on which the provision of mutual assistance for the identification of the ~~liable~~ concerned person can be refused by the competent authority of the Member State of registration or Member State of residence should be specifically identified. In particular, safeguards should be introduced to avoid revealing the identity of protected persons, such as protected witnesses, through those procedures.
- (14) Member States should be allowed to use national procedures they would apply if the road-safety-related offence had been committed by a resident person. Legal certainty should be reinforced as regards the applicability of specific measures taken under such procedures, namely concerning documents requiring the confirmation or denial of the commission of the offence or imposing obligations for concerned persons to cooperate in identifying the ~~liable~~ concerned person. As those measures should have the same legal effects on the concerned persons as in domestic cases, those persons should also enjoy the same standards of fundamental and procedural rights.
- (15) Where Union legislation or national law of Member States explicitly provides access to or the possibility to exchange information from other national or Union databases for the purposes of Directive (EU) 2015/413, Member States should have the possibility to exchange information by involving such databases, while respecting the fundamental rights of non-resident drivers.
- (16) The definition of what constitutes an information letter on the road-safety-related traffic offences and its content currently differs between Member States to such an extent that the fundamental and procedural rights of the persons involved in the follow-up procedures initiated by the competent authority of the Member State of the offence can be adversely affected. This is especially so in cases where so-called “pre-information letters” that do not

comply with the language and information standards required under Directive (EU) 2015/413 are sent out. The persons affected by those practices are usually not familiar with the legal system of the Member State of the offence nor speak its official language or languages, and therefore their procedural and fundamental rights should be better safeguarded. In order to achieve that objective, mandatory minimum requirements for the content of the information letter should be established and the current model for an information letter with only basic information, as set out Annex II to Directive (EU) 2015/413 should no longer be used.

- (17) As a minimum, the information letter should include detailed information on the legal classification and legal consequences of the offence, in particular as the sanctions for the offences covered by the scope of Directive (EU) 2015/413 can be of a non-pecuniary nature, such as restrictions placed on the offender's right to drive. The right of appeal should also be supported by providing detailed information on where and how to exercise the rights of defence or lodge an appeal in the Member State of the offence, in a language that the person concerned understands. A description of *in absentia* procedures should also be provided when applicable, as the ~~presumed liable~~ **concerned** person may not plan to return to the Member State of offence to participate in the proceedings. Payment options and ways to mitigate the volume of the sanctions should also be made easily understandable in order to incentivise voluntary cooperation. Finally, as the information letter should be the first document the owner, holder or end user of the vehicle or any other ~~presumed liable~~ **concerned** person receives, it should contain the information under Article 13 of Directive (EU) 2016/680 of the European Parliament and of the Council<sup>15</sup>, which, pursuant to Article 13(2)(d) should include information from which source the personal data originate, and Articles 13 and 14 of Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>16</sup>. This information should be provided in the information letter either directly or by way of reference to the place where it is made available.

<sup>15</sup> Directive (EU) 2016/680 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 by competent authorities for the purposes of the prevention, investigation, detection or prosecution of criminal offences or the execution of criminal penalties, and on the free movement of such data, and repealing Council Framework Decision 2008/977/JHA, (OJ L 119, 4.5.2016, p. 89).

<sup>16</sup> 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

- (18) When non-resident persons are checked on the spot in a road control, and such action leads to the initiation of follow-up proceedings in relation to the commission of a road-safety-related traffic offence, the information letter should contain only certain essential elements, and be given to the person concerned directly as part of the road control procedures.
- (19) In order to ensure that the ~~presumed liable~~ **concerned** person is the one that actually receives the information letter and any follow-up documents, and to avoid the erroneous involvement of non-concerned third parties, rules on service of documents should be laid down.
- (20) In the case where it is not possible to deliver documents through registered delivery or electronic means of equal value, the **competent authority of the** Member State of the offence should be allowed to rely on the **competent authority of the** Member State of registration or of residence to service the documents and communications to the person concerned under their own national legislation governing the service of documents.  
**Member States should use their national contact points in order to allow for a secure and efficient transfer of the both outgoing request to deliver procedural documents and the incoming reply to it.**
- (21) Both the information letter and any follow-up documents should be sent in the language of the registration document of the vehicle or, if such information is not available or if necessary for the protection of fundamental rights, in the appropriate official language or languages of the Member State of registration or of residence. However, since some Member States have more than one official language, that obligation can lead to information letters and other follow-up communications being sent out in a language the recipient does not understand. In order for the appropriate language of the information letter to be determined, Member States should indicate to the Commission their preferred language, by territorial sub-divisions if deemed necessary. The Commission should publish the indicated language preferences. This should be without prejudice to the application of Directive 2010/64/EU, in accordance with its Article 1(3).

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the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), (OJ L 119, 4.5.2016, p. 1).

- (22) The competent authority of the Member State of the offence should allow the concerned person ~~presumed to be liable for a road safety related traffic offence~~ to communicate, until the stage of appeal before a court, in any of the languages communicated by the Member State of registration, the Member State of residence, or the Member State of the offence to the Commission, or, if the concerned person has insufficient knowledge of those languages, in a language that the person speaks or understands, so as to facilitate the exercise of their procedural rights.
- (23) Effective legal review should be provided in case the competent authorities of the Member State of the offence do not comply with the language standards and rules on the service of documents and their respective national laws.
- (24) To ensure transparent and proportional application of financial penalties to road-safety-related traffic offences, which are subject to public law, ~~presumed liable~~ concerned persons should not be forced to pay legal and administrative expenses related to the administration of the penalties where such administration is outsourced to private or public entities. Nevertheless, the authorities of Member States should be allowed to charge proportionate administrative fees.
- (25) The scope of the information that Member States report to the Commission should be extended to include elements closely related to the objective of improving road safety, in order to enable the Commission to better analyse the state of play in the Member States and to propose initiatives on a sound factual basis. To offset the additional administrative burden on Member States authorities and to align reporting with the Commission's evaluation calendar the reporting period should be extended. A transitional period should be granted so that the ongoing two-year reporting period may end seamlessly.
- (26) As data relating to the identification of an offender constitutes personal data within the meaning of Regulation (EU) 2016/679 and Directive (EU) 2016/680, and the Union legal framework on handling personal data has been amended significantly since the adoption of Directive (EU) 2015/413, the provisions on the processing of personal data should be aligned with the new legal framework.

- (27) Pursuant to Article 62(6) of Directive (EU) 2016/680, the Commission is to review other acts of Union law which regulate processing of personal data by the competent authorities for the purposes set out in Article 1(1) of that Directive, in order to assess the need to align those acts with that Directive and to make, where appropriate, the necessary proposals to amend these acts to ensure a consistent approach to the protection of personal data within the scope of that Directive. That review<sup>17</sup> has led to the identification of Directive (EU) 2015/413 as one of those other acts to be amended. It should therefore be clarified that processing of personal data should also comply with Directive (EU) 2016/680, where the processing falls within its material and personal scope.
- (28) Any processing of personal data under Directive (EU) 2015/413 should comply with Regulation (EU) 2016/679, Directive (EU) 2016/680 and Regulation (EU) 2018/1725<sup>18</sup> within their respective scope of application.
- (29) The legal basis for the processing activities necessary to establish the identity of the ~~liable~~ **concerned** person and deliver the information letter and the follow-up documents to the ~~presumed liable~~ **concerned** persons, is laid down in Directive (EU) 2015/413, in line with Article 6(1)(e) and, where applicable, Article 10 of Regulation (EU) 2016/679 and Article 8 of Directive 2016/680. In line with same rules, this Directive lays down the legal basis for the Member States' obligation to process personal data for the purpose of providing mutual assistance to each other in identifying the **concerned** persons ~~liable~~ for the road-safety-related traffic offences listed in this Directive.

<sup>17</sup> COM(2020) 262 final

<sup>18</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC, (OJ L 295, 21.11.2018, p. 39).

- (30) In some Member States, the personal data of non-residents ~~presumed to be liable or liable for a road-safety-related traffic offence~~ are stored in a network of servers (“cloud”). Without prejudice to the rules on personal data breach laid down in Regulation (EU) 2016/679 and Directive (EU) 2016/680, and on personal data breach and security incidents laid down in Directive (EU) 2022/2555 of the European Parliament and of the Council<sup>19</sup>, Member States should ensure that they inform each other on cybersecurity incidents related to those data, **where it is relevant for the purposes of this Directive, in particular if it involves data that is processed about or in relation to a concerned person in relation to a road-safety-related traffic offence.**
- (31) An online portal (the “CBE Portal”) should be established to provide road users in the Union with comprehensive information on road-safety-related traffic rules in place in Member States and allow road users to communicate with Member States’ **competent** authorities, **including their national contact points**, in an effective and secure manner. The portal should also facilitate communication between Member States’ **competent** authorities, **including their national contact points**, on various issues related to the cross-border investigation of road-safety-related traffic offences, such as for the verification of the authenticity of information letters and follow-up documents to eliminate the possibility of fraud. The exchanged personal data should be limited to what is necessary for the cross-border investigations and enforcement of sanctions, particularly the payment of financial penalties. The CBE Portal should be able to connect to other relevant portals, networks, websites or platforms to facilitate the exchange of information related to the enforcement of road-safety-related traffic rules. The Commission should be the controller of the CBE Portal, in accordance with Regulation 2018/1725.
- (32) The Commission should provide proportionate financial support to initiatives which improve the cross-border cooperation in the enforcement of road-safety-related traffic rules in the Union.

<sup>19</sup> Directive (EU) 2022/2555 of the European Parliament and of the Council of 14 December 2022 on measures for a high common level of cybersecurity across the Union, amending Regulation (EU) No 910/2014 and Directive (EU) 2018/1972, and repealing Directive (EU) 2016/1148 (NIS 2 Directive), (OJ L 333, 27.12.2022, p. 80).

- (33) In order to take into account relevant technical progress or changes to relevant legal acts of the Union, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to update the Annex to this Directive by amending it. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Inter-institutional Agreement on Better Law-Making of 13 April 2016<sup>20</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.
- (34) In order to ensure uniform conditions for the implementation of Directive (EU) 2015/413, implementing powers should be conferred on the Commission to specify the procedures and technical specifications, including cybersecurity measures, for the automated searches to be conducted in relation to the investigation of the road-safety-related traffic offences, the content of the standard electronic form for the request and the means of transmission of the information relating to the request for mutual assistance in identifying the liable concerned person, the content of electronic forms for the request for mutual assistance for the service of the information letter and of the follow-up documents and of the respective certificate and the use and maintenance of the CBE Portal. The technical solutions should be aligned with the European Interoperability Framework and the relevant Interoperable Europe solutions referred to in the Proposal for a Regulation of the European Parliament and of the Council laying down measures for a high level of public sector interoperability across the Union (Interoperable Europe Act)<sup>21</sup>. The implementing powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>22</sup>.
- (35) Directive (EU) 2015/413 should therefore be amended accordingly.

<sup>20</sup> OJ L 123, 12.5.2016, p. 1.

<sup>21</sup> COM(2022) 720 final

<sup>22</sup> 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).



- (36) Since the objectives of this Directive, namely to ensure a high level of protection for all road users in the Union and equal treatment of drivers by streamlining mutual assistance procedures between Member States in the cross-border investigation of road-safety-related traffic offences and by strengthening the protection of fundamental rights of non-residents where the offences are committed with a vehicle registered in a Member State other than the Member State in which the offence took place, cannot be sufficiently achieved by the Member States but can rather, by reason of the scale and effects of this Directive, be better achieved at Union level, 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.
- (37) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council<sup>23</sup> and delivered an opinion on [DD/MM/YYYY].
- (38) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents<sup>24</sup>, Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified,

<sup>23</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC, (OJ L 295, 21.11.2018, p. 39).

<sup>24</sup> OJ C 369, 17.12.2011, p. 14.

HAVE ADOPTED THIS DIRECTIVE:

*Article 1*

Directive (EU) 2015/413 is amended as follows:

(1) Article 2 is amended as follows:

(a) in the first paragraph, the following points are added:

- ‘(i) not keeping sufficient distance from the vehicle in front;
- (j) dangerous overtaking;
- (k) dangerous parking;
- (l) crossing one or more solid lines;
- (m) wrong-way driving;
- (n) not respecting the rules on the creation and use of emergency corridors or giving way to emergency service vehicles;
- (o) use of an overloaded vehicle;
- (p) not respecting the rules on vehicle access restrictions.
- (q) hit-and run;
- (r) not respecting the rules signalling at a railway level-crossing’;

(b) the following paragraph is added:

‘This Directive shall not affect the rights and obligations stemming from the following provisions of Union legal acts:

- (a) Council Framework Decision 2005/214/JHA<sup>25</sup>;
- (b) Directive 2014/41/EU of the European Parliament and of the Council<sup>26</sup>;
- (c) the procedures for service of documents laid down in Article 5 of the Convention established by the Council in accordance with Article 34 of the Treaty on European Union, on Mutual Assistance in Criminal Matters between the Member States of the European Union<sup>27</sup>;
- (d) the provisions concerning the rights of suspects and accused persons laid down in Directives 2010/64/EU<sup>28</sup>, 2012/13/EU<sup>29</sup>, 2013/48/EU<sup>30</sup>, (EU) 2016/343<sup>31</sup>, (EU) 2016/800<sup>32</sup> and (EU) 2016/1919 of the European Parliament and of the Council<sup>33</sup>.

<sup>25</sup> Council Framework Decision 2005/214/JHA of 24 February 2005 on the application of the principle of mutual recognition to financial penalties (OJ L 76, 22.3.2005, p. 16).  
<sup>26</sup> Directive 2014/41/EU of the European Parliament and of the Council of 3 April 2014 regarding the European Investigation Order in criminal matters (OJ L 130, 1.5.2014, p. 1).  
<sup>27</sup> OJ C 197, 12.7.2000, p.3.  
<sup>28</sup> Directive 2010/64/EU of the European Parliament and of the Council of 20 October 2010 on the right to interpretation and translation in criminal proceedings (OJ L 280, 26.10.2010, p.1).  
<sup>29</sup> Directive 2012/13/EU of the European Parliament and of the Council of 22 May 2012 on the right to information in criminal proceedings (OJ L 142, 1.6.2012, p.1).  
<sup>30</sup> Directive 2013/48/EU of the European Parliament and of the Council of 22 October 2013 on the right of access to a lawyer in criminal proceedings and in European arrest warrant proceedings, and on the right to have a third party informed upon deprivation of liberty and to communicate with third persons and with consular authorities while deprived of liberty (OJ L 294, 6.11.2013, p.1).  
<sup>31</sup> Directive (EU) 2016/343 of the European Parliament and of the Council of 9 March 2016 on the strengthening of certain aspects of the presumption of innocence and of the right to be present at the trial in criminal proceedings (OJ L 65, 11.3.2016, p.1).  
<sup>32</sup> Directive (EU) 2016/800 of the European Parliament and of the Council of 11 May 2016 on procedural safeguards for children who are suspects or accused persons in criminal proceedings (OJ L 132, 21.5.2016, p.1).  
<sup>33</sup> Directive (EU) 2016/1919 of the European Parliament and of the Council of 26 October 2016 on legal aid for suspects and accused persons in criminal proceedings and for requested persons in European arrest warrant proceedings (OJ L 297, 4.11.2016, p.1).

(2) Article 3 is amended as follows:

(a) point (j) and (l) are replaced by the following:

‘(j) ‘use of a forbidden lane’ means illegally using part of an already existing permanent or temporary road section, as defined in the law of the Member State of the offence;

(l) ‘national contact point’ means ~~a competent authority~~ the authorities designated for the purposes of ~~this Directive~~ the incoming and outgoing automated exchange of information on vehicle registration as defined in Article 4, the incoming and outgoing request for mutual assistance to identify the concerned person as defined in Article 4a and the incoming and outgoing requests for mutual assistance to send the information letter or the follow-up documents to the concerned person as defined in Article 5a1’;

Commented [REDACTED] We suggest to keep the definition as :  
« national contact point means a competent authority the authorities designated for the purposes of this Directive. »

Commented [REDACTED] This part should be included in Article 3a

(c) the following points (o) to (z~~de~~) are added:

‘(o) ‘not keeping sufficient distance from the vehicle in front’ means not maintaining the safe distance to the vehicle in front, as defined in the law of the Member State of the offence;

(p) ‘dangerous overtaking’ means overtaking another vehicle or another road user in a way that infringes the applicable rules on overtaking, ~~in the Member State of the offence~~ as defined in the law of the Member State of the offence;

(q) ‘dangerous parking’ means parking or stopping the vehicle in a way that infringes the applicable rules on parking or stopping, as defined in the law of the Member State of the offence ~~in the Member State of the offence~~. Failure to pay parking fees shall not be considered dangerous parking;

(r) ‘crossing one or more solid lines’ means changing lanes with the vehicle through unlawfully crossing at least one solid line, as defined in the law of the Member State of the offence;

(s) ‘wrong-way driving’ means driving a vehicle against the designated direction of traffic, as defined in the law of the Member State of the offence;

- (t) 'not respecting the rules on the creation and use of emergency corridors or giving way to emergency service vehicles' means non-compliance with the rules to enable emergency service vehicles, such as police vehicles, rescue vehicles or fire trucks, to pass through and arrive to the site of emergency, as defined in the law of the Member State of the offence;
- (u) 'use of an overloaded vehicle' means using a vehicle that does not comply with the requirements set for its maximum authorized weights or maximum authorised axle weights, as laid down in the national laws, regulations or administrative provisions transposing Council Directive 96/53/EC<sup>34</sup>, or in the law of the Member State of the offence for vehicles or operations for which there are no such requirements set in that Directive;
- (v) 'information letter' means the first communication received by the ~~presumed~~ **liable concerned** person, whether it is an administrative or judicial decision or any other document sent by the competent authority of the Member State of the offence issued until the stage of appeal before a competent court and which contains at least the information referred to in Article 5(2);
- (w) 'follow-up documents' mean administrative or judicial decisions or any other documents that the competent authority of the Member State of the offence issues after the information letter in connection to that letter or to the road-safety-related traffic offence in question, until the stage of appeal before a competent court;
- (x) '~~liable concerned~~ person' means the person who is **identified as personally liable for a road-safety-related-traffic offence listed in Article 2(1) in accordance with the national law of the Member State of the offence, or the person with a direct interest because of being the owner, holder or end user of the vehicle that was detected to having committed a road-safety-related traffic offence listed in Article 2(1) regardless of not being identified as personally liable,** in accordance with the national law of the Member State of the offence;

<sup>34</sup> Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).

- (y) ‘end user’ means any natural person who is not the owner or the holder of the vehicle with which one of the offences listed in Article 2(1) was committed, but who was lawfully using that vehicle, in particular under a long-term lease or rental contract or as part of a vehicle fleet available to employees;
- (z) ‘Member State of residence’ means any Member State that can be assumed to a reasonable degree of certainty to be the place of normal residence of the ~~presumed~~ **liable concerned** person;
- (za) ‘not respecting the rules on vehicle-access-restrictions’ means not respecting the rules on vehicle-access-restrictions or making use of the infrastructure that is part of the territory of a Member State, as delimited by the competent authority of that Member State for the purpose of ensuring road safety, managing traffic or preventing pollution. Conducts falling under this definition shall not be covered by the Directive, in the following cases:
- (a) information on the boundaries of restrictions, prohibitions or obligations with zonal validity, current access status and conditions for circulation in ~~regulated traffic~~ **vehicle-access-restricted** zones as well as data on permanent ~~vehicle~~-access-restrictions was not created and made accessible via the national access point in accordance with Commission Delegated Regulation (EU) 2022/670<sup>35</sup>;
- (b) not respecting the rules related to charges and other fees that are to be paid before entering ~~such a zone~~ **an area subject to vehicle-access-restrictions**;
- (zb) ‘hit-and-run’ means a situation in which the offender drives away after causing an accident or traffic collision in order to avoid facing the consequences of the accident or traffic collision, as defined in the law of the Member State of the offence;

<sup>35</sup> Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (Text with EEA relevance) (OJ L 122, 25.4.2022, p. 1–16)

(zc) 'not respecting the signalling rules at a railway level-crossing' means not stopping or acting in a dangerous way at a railway level-crossing when the barriers are down or the signalling indicates a vehicle needs to stop, as defined in the law of the Member State of the offence;

(zd) 'competent authority' means the law enforcement, judicial or administrative authority responsible for the investigation of the road-safety-related traffic offences listed in Article 2(1) or enforcing related sanctions.'

Commented [ ] Law enforcement authorities should be included.

(3) the following Article 3a is inserted:

*'Article 3a*

**National contact points**

1. ~~For the purposes of the exchange of information and mutual assistance under this Directive,~~  
Each Member State shall designate one or more national contact points ~~for~~

a. the incoming and outgoing automated exchange of information on vehicle registration as defined in Article 4,

b. the incoming and outgoing request for mutual assistance to identify the concerned person as defined in Article 4a and

c. the incoming and outgoing requests for mutual assistance to send the information letter or the follow-up documents to the concerned person as defined in Article 5a1'

1a. -The powers of the national contact points shall be governed by the applicable law of the Member State concerned.

2. Member States shall ensure that their respective national contact points cooperate with the competent authorities ~~involved in the investigation of the road safety related traffic offences listed in Article 2(1),~~ in particular in order to ensure that all necessary information is shared in due time.';

(4) Article 4 is replaced by the following:

*'Article 4*

**Procedures for the exchange of vehicle registration information between Member States**

1. For the investigation of the road-safety-related-traffic offences listed in Article 2(1) that were as detected on the territory of a Member State, the Member States of registration shall grant ~~other Member States'~~ the national contact points of the Member State of offence access to the following national vehicle registration data, with the power to conduct automated searches thereon:

- (a) data relating to vehicles;
- (b) data relating to holders and, where available, owners and end users of the vehicles.

The data elements referred to in the first subparagraph, points (a) and (b), which are necessary to conduct a search shall be those set out in the Annex.

When conducting a search in the form of an outgoing request, the national contact point of the Member State of the offence shall use a full registration number.

1a. In order to establish if a vehicle is overloaded or is not respecting the rules on vehicle access restrictions, the ~~national contact point~~ competent authority shall, where appropriate, first request access via its national contact point to the data contained in Section 2, Part I of the Annex. When the offence is established, the competent authority shall request access via its national contact point to the data contained in Section 2, Parts II, III, IV and V of the Annex.

4. ~~Member States~~ The national contact point of the Member State of registration shall ensure that ~~return a specific message in the following cases~~ a message is returned, informing that at the time of the offence:

- (a) the vehicle was temporarily or permanently de-registered from the national vehicle registry;
- (b) the vehicle's full registration number is not provided, outdated or incorrect in the search conducted in the form of an outgoing request under paragraph 1;
- (d) the vehicle is recorded as stolen in the national vehicle registry;



(e) the vehicle registration plate is recorded as stolen in the national vehicle registry.

9. The national contact point of the Member State of registration shall return a message that the information cannot be disclosed in the case that the requested information would reveal the identity of a person protected in accordance with the national law of the Member State of registration.

10. The ~~requested~~ national contact point of the Member State of registration shall ensure that no other data elements are shared than those related to the committed offence.’;

(5) the following Articles 4-a, 4-a1, 4a, 4b and 4c are inserted:

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*‘Article 4-a*

**National Vehicle Registers**

1. Member States shall ensure that the data elements listed in Section 2, Parts I, II and IV of the Annex, when available in their national vehicle registers are up-to-date.

2. Member States shall, for the purposes of this Directive, retain the data elements referred to in Section 2, Part IV and V of the Annex, when available, in the national vehicle registry for at least 12 months but not longer than 120 months after any modification of the owner, holder or end-user of the vehicle in question.

Article 4-a1

**Technical specifications for the exchange of vehicle registration data and mutual assistance**

~~1. For automated searching of vehicle registration data in accordance with Article 4, Member States shall use the specifically designed software application of the European Vehicle and Driving Licence Information System (Eucaris), and amended versions of this software, for the following:~~

~~for automated searching of vehicle registration data in accordance with Article 4;~~

~~for mutual assistance in identifying the concerned person in accordance with Article 4a~~  
~~or~~

Commented [ ] This article should be revised and split, if one part (paragraph 1 and 4) of it is supposed to apply to all of the 3 types of cooperation (1. exchange of vehicle registration data, 2. mutual assistance in identifying the concerned person, 3. mutual assistance in the service of documents).

**for mutual assistance in the service of the information letter and follow-up documents in accordance with Article 5a.**

Member States shall ensure that the automated searching of vehicle registration data **and the exchange of information and documents under the mutual assistance** is secure, cost-efficient, expeditious and reliable, and carried out by interoperable means within a decentralized structure.

**Commented** [REDACTED] These parts containing general rules on technical specifications should be placed in a separate Article right after Art. 3a, and should be followed by Art 4.

The software shall provide for both online real-time exchange mode and batch exchange mode, the latter allowing for the exchange of multiple requests or responses within one message. The information exchanged via Eucaris shall be transmitted in encrypted form.

**Commented** [REDACTED] We are not quite sure if this subparagraph should be part of the general rules or should be included in the specific rules related to automated search in VRD.

2. The Commission shall adopt implementing acts to establish the procedures and technical specifications, including cybersecurity measures, for the automated searches conducted under Article 4. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10a(2).

3. Until the implementing acts referred to in paragraph 2 of this Article have become applicable, the searches referred to in paragraph 1 of Article 4 shall be conducted in compliance with the procedures described in Chapter 3, points 2 and 3, of the Annex to Decision 2008/616/JHA<sup>36</sup>, applied jointly with the Annex to this Directive.

**Commented** [REDACTED] Paragraphs 2-3 contain specific rules related to automated search in vehicle registration data only. These should remain here, following Art. 4.

4. Each Member State shall bear its own costs arising from the administration, use, maintenance and updates of the software application and its amended versions.

**Commented** [REDACTED] This should be part of the general rules.

#### *Article 4a*

#### **Mutual assistance in identifying the ~~liable~~ concerned person**

1. **Without prejudice to Article 6 of Directive 2014/41/EU**, Member States shall provide mutual assistance to each other where, based on the results of the automated search conducted in accordance with Article 4(1), the **competent authority of the** Member State of the offence cannot identify the ~~liable~~ **concerned** person to the necessary degree of certainty required by

<sup>36</sup> Council Decision 2008/616/JHA of 23 June 2008 on the implementation of Decision 2008/615/JHA on the stepping up of cross-border cooperation, particularly in combating terrorism and cross-border crime (OJ L 210, 6.8.2008, p. 12).

its national legislation to initiate or conduct the follow-up proceedings referred to in Article 5(1).

~~Mutual assistance may only be requested in the following cases:~~

~~(a) when the committed offence leads to a driver's licence disqualification in the Member State of the offence;~~

~~(b) when the financial penalty of the offence is higher than € XX or;~~

~~and only if the procedures described in Directive 2014/41/EU are not available for the authorities of the Member State of the offence in accordance with Article 6 of that Directive.~~

2. The competent authority of the Member State of the offence shall decide whether to request mutual assistance to obtain additional information referred to in paragraph 3, second subparagraph. The request may be ~~issued~~ initiated only by a ~~national contact point~~ competent authority, in accordance with the national law of that Member State. The competent authority of the Member State of the offence shall use the data obtained in order to establish who is ~~liable~~ the concerned person for the road traffic offences listed in Article 2(1) of this Directive and committed on the territory of the Member State of the offence.

3. When the competent authority of the Member State of the offence has decided to request mutual assistance in accordance with paragraph 1, it shall via its national contact point send an electronically structured request to the national contact point of the Member State of registration or Member State of residence.

The competent authority of the Member State of registration or Member State of residence may be requested:

- (b) to ask the owner, holder or end user of the vehicle, or any person presumed to be liable for one of the road-safety-related traffic offences listed in Article 2(1) to provide information on the identity and address of the liable person, in accordance with its national procedures applicable as if the investigative measure concerned had been ordered by its own authorities.

4. Where the competent authority of the Member State of registration or the Member State of residence receives a request referred to in paragraph 3, it shall gather the requested

information, unless it decides to invoke one of the grounds for refusal listed in paragraph 7 or it is not possible to gather the requested information.

The competent authority of the Member State of registration and the Member State of residence shall comply with the formalities and procedures expressly requested by the competent authority of the Member State of the offence, when gathering the additional information, to the extent that they are not incompatible with their national legislation.

5. The competent authority of the Member States State of registration or the Member State of residence shall ensure that ~~it they~~ provides the requested information without any undue delay from the receipt of the request. The requested information shall be transmitted electronically via the national contact points of the Member States.

Where it is not possible to gather the information, the ~~national contact points~~ competent authority of the Member State of registration or the Member State of residence shall inform the competent authority of the Member State of the offence ~~via its~~ the national contact points of the Member States as soon as possible.

7. The competent authority of the Member State of registration ~~Member States~~ may refuse to provide the additional information requested in accordance with paragraph 3. They shall do so only in the following cases:

- (a) there is an immunity or a privilege under the law of the Member State of the registration or the Member State of residence, which makes it impossible to provide the information;
- (b) providing the requested information would be contrary to the principle of *ne bis in idem* or would jeopardise an ongoing investigation of a criminal offence;
- (c) providing the requested information would be contrary to or would harm the essential interests of the national security of the requested Member State, jeopardise the source of the information or involve the use of classified information relating to specific intelligence activities;
- (d) there are substantial grounds to believe that providing the requested information would be incompatible with the Member State of registration's or with the Member

State of residence's obligations in accordance with Article 6 of the Treaty on European Union and the Charter of Fundamental Rights of the European Union;

- (e) providing the requested information would jeopardise the safety of an individual or reveal the identity of a person protected in accordance with the national law of the Member State of registration or the Member State of residence.

**When the competent authority of the Member States of registration or Member State of residence** ~~which~~ decides to apply a ground for refusal, ~~it~~ shall inform the Member State of the offence thereof via its national contact point, without any undue delay. ~~Requested-~~**The competent authority of the Member States of registration or Member State of residence** may decide not to specify which ground of refusal it applies in the cases (b), (c) and (e).

11. The Commission shall, at the latest one year after the entry into force of this Directive, adopt implementing acts to further specify the content of the standard electronic form for the request and the information provided in response to that request, the means of transmission of the information referred to in paragraphs 3 and 4, and the functionalities and technical specifications of the software application for data exchange under this Article, including cybersecurity measures. The software specifications shall provide for both online asynchronous exchange mode and asynchronous batch exchange mode, as well as for transmission of the data elements in encrypted form.

The standard electronic form for the request shall include the following information:

- (a-1) the competent authority who requested mutual assistance;
- (b) data elements relating to the owners, holders or end users of the vehicles obtained as a result of the automated search conducted in accordance with Article 4(1);
- (c) if available, the visual recording of the ~~liable~~ **concerned** person retrieved from detection equipment, in particular speed cameras;
- (d) data relating to the road traffic offence, as referred to in Article 2;
- (e) data relating to the involved vehicle;
- (f) a reason for the request of mutual assistance.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10a(2).

Article 4b

National measures facilitating the identification of the ~~liable~~ concerned person

~~1. 1-~~ Member States may take any measures in relation to the road safety-related traffic offences listed in Article 2(1) under their national legislation, in order to successfully identify the ~~liable~~ concerned person, such as measures related to the obligation to cooperate in the identification of the ~~liable~~ concerned person, provided that fundamental and procedural rights under Union and national law are respected.

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2. In accordance with paragraph 1, the competent authority of the Member States of offence may, in particular:

- (a) serve documents to concerned persons ~~presumed to be liable of committing in relation to~~ the road-safety-related traffic offences listed in Article 2(1), including documents asking these concerned persons to confirm their liability;
- (b) apply obligations placed on ~~presumed liable~~ concerned persons which are relevant to the identification of the liable person, to the furthest possible extent.

#### Article 4c

##### Use of other databases

~~'The competent authority of the Member States of the offence registration~~ may use other databases such as driving licence registers or population registers for the sole purpose of the identification of the liable concerned person. ~~They~~ It shall do so only in so far as such use is allowed under Union and national legislation.'

- (6) Article 5 is replaced by the following:

#### Article 5

##### Information letter on the road-safety-related-traffic offences

1. The competent authority of the Member State of the offence shall decide whether or not to initiate follow-up proceedings in relation to the road-safety-related-traffic offences listed in Article 2(1).

Where the competent authority of the Member State of the offence decides to initiate such proceedings, that ~~Member State~~ competent authority shall promptly inform the ~~presumed liable concerned~~ person about the road-safety-related-traffic offence and, where appropriate, of the decision to initiate follow-up proceedings-by an information letter.

The information letter may serve other purposes than those set out in the second subparagraph, needed for enforcement, such as a request for payment or disclosure of the liable concerned person.

Commented [REDACTED] We believe this option should be left open for both MSs. The MS of offence shall be entitled to make an attempt to identify the concerned person by these measures and in case it does not lead to a result, to ask for the assistance of the MS of registration/residence, which may consult its own databases according to Art 4c and should be able to reach success by the same measures. Therefore no specification of MS shall be made, the article should be addressed simply to MSs.

Commented [REDACTED] Option 1: The addressee of the use of other databases should be the MS of registration/residence upon the request of the MS of offence. There is not much added value for the MS of offence to search in its own driving licence or population register, as the person concerned is obviously not its resident, therefore his data are not to be found in such databases of the MS of offence. The use of such databases by the MS of registration/residence does have an added value in case the MS of offence requests mutual assistance for the purpose of identifying the concerned person or for the purpose of servicing documents to the concerned person. Option 2: In case this Article is intended to provide a kind of previous filtering option for the MS of offence after having conducted a search in VRD to check if there is any data of the owner/holder/end user of the vehicle available in its own national registers – for which the odds are rather small –, then the option to use other data bases should still be left open for the MS of registration/residence as well. Therefore in this case, no specification of MS shall be made, the Article should be addressed simply to MSs.

2. The information letter shall contain at least:

- (a) the indication that the letter is issued for the purposes of this Directive;
- (b) the name, postal address, telephone number and e-mail address of the competent authority **of the Member State of the offence**;
- (c) all relevant information concerning the road-safety-related-traffic offence, in particular data on the vehicle with which the offence was committed, including the vehicle registration number, the place, date and time of the offence, the nature of the offence, detailed reference to the legal provisions infringed and, where appropriate, data concerning the device used for detecting the offence;
- (d) detailed information on the legal classification of the road-safety-related-traffic offence, the applicable sanctions and other legal consequences of the road-safety-related traffic offence, including information related to driving disqualifications (including penalty points or other restrictions imposed on the right to drive), in accordance with the national law of the Member State of the offence;
- (e) detailed information on where and how to exercise the rights of defence or to appeal the decision to pursue the road-safety-related-traffic offence, including the requirements for the admissibility of such an appeal and the time limit for lodging the appeal, and on whether and under what conditions *in absentia* procedures apply, in accordance with the national law of the Member State of the offence;
- (f) where applicable, information on measures taken to identify ~~of the liable~~ **concerned** person in accordance with Article 4b;
- (g) where applicable, detailed information on the name, address and International Bank Account Number (IBAN) of the authority where an imposed financial penalty can be settled, on the deadline for the payment and on alternative payment methods, in particular specific software applications, as long as those methods are accessible to both residents and non-residents;



- (h) information on the applicable data protection rules, the rights of the data subjects and the availability of further information or reference to the place where this information may be easily retrieved pursuant to Article 13 of Directive (EU) 2016/680 of the European Parliament and of the Council, including information from which source the personal data originate, or Article 13 and 14 of Regulation (EU) 2016/679 of the European Parliament and of the Council;
- (i) where applicable, detailed information on whether and how the sanctions for the offences listed in Article 2(1) can be mitigated, including by early payment of a financial penalty;
- (j) where applicable, a clear indication that the private or public entity which sends the information letter is a proxy empowered by the Member State of the offence in accordance with Article 5b and a clean delineation between the amounts of monies claimed, based on their legal ground.

3. **The competent authority of the Member States of the offence** shall ensure that in the case where the ~~liable~~ **concerned** person is a non-resident driver who was checked on the spot in a road control and where the enforcement is not finalised by ~~that~~ competent authority that ~~liable~~ **the concerned** person receives the information letter referred to in paragraph 2. This information letter shall be sent to the person concerned, as defined in the law of the Member State of the offence, after the date of the offence.

3a. **The competent authority of the Member States of the offence** shall ensure that in the case where the ~~liable~~ **concerned** person is a non-resident driver who was checked on the spot in a road control and where the enforcement of the committed offence has been finalised by ~~the~~ **that** competent authority ~~with a transaction of the financial penalty paid by the liable concerned person,~~ this person ~~shall~~ receives at least the following information:

1. receipt of the financial transaction or a **financial** penalty charge notice to be paid within a specific period of time;
2. contact information of the competent authority;
3. information on the offences committed.

4. Upon request of the ~~presumed liable~~ **concerned** persons, the **competent authority of the** Member State of the offence shall ensure that access is granted to all material information in the possession of the ~~competent authorities~~ **authority of the Member State of the offence** ~~competent for~~ **related to** the investigation of a road-safety-related-offence listed in Article 2(1).

5. Member States shall ensure that the start of the time limits for non-residents to exercise their rights of appeal or to mitigate sanctions, in accordance with paragraph 2, points (e) and (i), correspond to the date of the receipt of the information letter or the receipt of the official decision on liability.’

(7) The following Articles 5a, 5a1, **5a2** and 5b are inserted:

*‘Article 5a*

**Service of the information letter and follow-up documents**

1. **The competent authority of the** Member States **of the offence** shall send the information letter and the follow-up documents to the ~~presumed liable~~ **concerned** persons by post, registered delivery or electronic means with equal value in accordance with Chapter III, Section 7 of Regulation (EU) 910/2014 of the European Parliament and of the Council<sup>37</sup>.

2. The **competent authority of the** Member States **of the offence** shall ensure that the information letter and any follow-up documents are sent as defined in the law of the Member State of the offence and in the case of the information letter no later than 3 months from the registration of a traffic offence listed in Article 2(1).

~~3. The Member State of the offence may send the information letter or the follow up documents to the presumed liable persons via the authorities of the Member State of registration or the Member State of residence, in the following cases:~~

~~(a) — the address of the person for whom the document is intended is unknown, incomplete or uncertain;~~

<sup>37</sup> Regulation (EU) 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).

- (b) ~~the procedural rules under the national law of the Member State of the offence require proof of service of the document, other than proof that can be obtained by post, registered delivery or by equivalent electronic means;~~
- (c) ~~it has not been possible to serve the document by post, registered delivery or by equivalent electronic means;~~
- (d) ~~the Member State of the offence has justified reasons for considering that the service of the document by post, registered delivery or by equivalent electronic means in that particular case will be ineffective or is inappropriate.~~

~~4. The request referred to in paragraph 3 may be issued by national contact point, in accordance with the national law of the Member State of the offence.~~

~~The competent authority of the Member State of the offence shall transmit the information letter or the follow up documents in an electronically structured form to the competent authority of the Member State of registration or the Member State of residence.~~

~~5. The Member State of registration or the Member state of residence shall ensure that the information letter and the follow up documents to be served in accordance with paragraph 3 are served either in accordance with their national law, or when duly justified, by a particular method requested by the Member State of the offence, unless such method is incompatible with their national law.~~

~~6. The Member State of registration or the Member State of residence shall ensure that the competent authority provides an electronically structured response including:~~

- (a) ~~where the delivery is successful, the date of service and data about the person receiving the document;~~
- (b) ~~where the delivery is not successful, a reason for failing to deliver the information letter or follow up document shall be given.~~

~~7. The request referred to in paragraph 3 shall be communicated in the language or one of the languages of the Member State of registration or Member State of residence notified to the Commission in accordance with Article 5a1. The response referred to in paragraph 6 shall be communicated in the language of the Member State of the offence notified of the Commission in accordance with Article 5a1.~~

12. The Commission shall adopt implementing acts to specify the content of electronic forms for the request referred to in paragraph 4 and of the response referred to in paragraph 6, and the functionalities and technical specifications of the software application for data exchange, including cybersecurity measures. The software specifications shall provide for both online asynchronous exchange mode and asynchronous batch exchange mode. The data shall be transmitted by using state-of-the-art encryption technology. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10a(2).

#### **Article 5a1**

##### **Mutual assistance in the service of the information letter and follow-up documents**

**1. The competent authority of the Member State of the offence may send the information letter or the follow-up documents to the ~~presumed liable~~ concerned persons via the competent authorities of the Member State of registration or the Member State of residence, in the following cases:**

- (a) the address of the person for whom the document is intended is unknown, incomplete or uncertain;**
- (b) the procedural rules under the national law of the Member State of the offence require proof of service of the document, other than proof that can be obtained by post, registered delivery or by equivalent electronic means;**
- (c) it has not been possible to serve the document by post, registered delivery or by equivalent electronic means;**
- (d) the Member State of the offence has justified reasons for considering that the service of the document by post, registered delivery or by equivalent electronic means in that particular case will be ineffective or is inappropriate.**

**The competent authorities of the Member State of the offence and of the Member State of the registration or the Member State of the residence shall communicate with each other via their respective national contact points.**

**2. The Member State of registration or the Member state of residence shall ensure that the information letter and the follow-up documents that are to be served in accordance with paragraph 1 are served either in accordance with their national law, or when duly justified, by a particular method requested by the Member State of the offence, unless such method is incompatible with their national law.**

**3. The Member State of registration or the Member State of residence shall ensure that the competent authority provides an electronically structured response including:**

**(a) where the delivery is successful, the date of service and data about the person receiving the document,**

**(b) where the delivery is not successful, a reason for failing to deliver the information letter or follow up document shall be given.**

**4. The request referred to in paragraph 1 shall be communicated in the language or one of the languages of the Member State of registration or Member State of residence. The response referred to in paragraph 3 shall be communicated in the language of the Member State of the offence.**

Commented [REDACTED] When it takes place by automated means, there is no point in defining language requirements regarding the request and response itself.

**5. The Commission shall adopt implementing acts to specify the content of electronic forms for the request referred to in paragraph 4 and of the response referred to in paragraph 63, and the functionalities and technical specifications of the software application for data exchange, including cybersecurity measures. The software specifications shall provide for both online asynchronous exchange mode and asynchronous batch exchange mode. The data shall be transmitted by using state-of-the-art encryption technology. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10a(2).**

#### **Article 5a15a2**

##### **Translation of the information letter and follow-up documents**

1. Where the Member State of the offence decides to initiate follow-up proceedings in relation to the traffic offences listed in Article 2(1), that Member State shall send the information letter and the essential follow-up documents in the language of the registration document of the vehicle or any language chosen in accordance with paragraph 2.

For the purposes of this article, follow up documents shall be considered essential if they impose any punishment on a person or contain any deadlines the non-compliance with which could effect the right of appeal, or are essential for a ~~presumed liable~~ **concerned** persons to gain the knowledge of the case raised against them.

1a. The competent authorities shall, in any given case, decide whether a follow-up document is essential.

1b. The competent authorities shall, in any given case, decide whether any other document is essential.

1c. There shall be no requirement to translate passages of essential documents which are not relevant for the purposes of enabling ~~presumed liable~~ **concerned** persons to have knowledge of the case against them.

2. Member States shall ensure that the ~~presumed liable~~ **concerned** persons are allowed to communicate with the authorities of the Member State of the offence, until the stage of appeal before a court, in any official EU language that the person speaks or understands.

3. Member States shall ensure that the quality of the translation of the information letter and of the follow-up documents is at least of the standard laid down in Article 3(9) of Directive 2010/64/EU.

4. The Member State of the offence shall ensure that the information letter and the follow-up documents served to the ~~presumed liable~~ **concerned** persons are reviewed effectively and rapidly by a competent authority with the power to adopt legally binding decisions, at the request of any person who has a vested legal interest in the outcome of the procedures initiated under Article 5, on the grounds that such documents do not comply with this Article.

*Article 5b*

**Financial claims of legal entities empowered by Member States**

Where the competent authority of the Member States empowers a private or public entity with distinct legal personality to manage ~~administer~~ the follow-up proceedings or parts thereof initiated under Article 5(1), ~~including the enforcement of financial penalties~~, they shall ensure that the ~~presumed liable~~ concerned person is not subject to that entity's charges related to legal and administrative expenses incurred by administering those proceedings. This is without prejudice for the right of the ~~authorities~~ competent authority of the Member States of the offence to charge proportionate administrative fees.';

- (8) Articles 6, 7 and 8 are replaced by the following:

*'Article 6*

**Reporting and monitoring**

2. By *[four years after the date of entry into force of this Directive]*, and every four years thereafter, each Member State shall send a report to the Commission on the application of this Directive. The report shall contain data and statistics corresponding to each calendar year of the reporting period.

3. The report shall indicate the number of automated searches conducted by the Member State of the offence in accordance with Article 4(1) and addressed to the national contact point of the Member State of registration, following road-safety-related-traffic offences listed in Article 2(1) that were committed on its territory, together with the type of the offences for which requests were addressed and the structured number of failed requests according to the type of failure. This information may be based on the data provided through Eucaris.

The report shall also include a description of the situation at national level in relation to the follow-up given to the road-safety-related-traffic offences. The description shall at least specify:

- (a) the total number of registered road-safety-related-traffic offences listed in Article 2(1) which were detected automatically or without the identification of the ~~liable~~ **concerned** person on the spot;
- (b) the number of registered road-safety-related-traffic offences listed in Article 2(1) which were committed with vehicles registered in a Member State other than the Member State in which the offence took place and detected automatically or without the identification of the ~~liable~~ **concerned** person on the spot;
- (c) the number of fixed or removable automatic detection equipment, including speed cameras;
- (d) the number of financial penalties paid voluntarily by non-residents;
- (e) the number of electronically transmitted mutual assistance requests in accordance with Article 4a(3) and the number of such requests where the information was not provided;
- (f) the number of electronically transmitted mutual assistance requests in accordance with Article 5a(4) and the number of such requests where it was not possible to serve the documents.

4. The Commission shall assess the reports sent by the Member States and inform the Committee referred to in Article 10a on their content no later than 6 months after receiving the reports from all the Member States.



## Article 7

### Additional obligations

This Directive is without prejudice to Union law on the protection of personal data and on cybersecurity, in particular Regulation (EU) 2016/679, Directive (EU) 2016/680 and Directive (EU) 2022/2555 of the European Parliament and of the Council<sup>38</sup>. Member States shall ensure that all personal data processed in accordance with this Directive are only used for the objective set out in Article 1 of this Directive.

Member States shall inform each other on cybersecurity incidents, notified pursuant to Article 23 of Directive (EU) 2022/2555, where the incidents relate to data stored in virtual or physical clouds or cloud-hosting services.

## Article 8

### Information portal on road-safety-related-traffic offences ('CBE Portal')

1. The Commission shall establish and maintain an online CBE Portal available in all official languages of the Union dedicated to sharing information with road users on the rules in force in Member States in the field covered by this Directive, in particular road-safety-related traffic rules, appeal procedures, applied sanctions, and the schemes and available means for the payment of financial penalties;

3. Member States shall help road users in verifying the authenticity of the information letters and follow-up documents. For this purpose, Member States shall share with each other and with the Commission through the CBE Portal the templates of information letters and follow-up documents issued by their authorities, which are used in cross-border cases. Member States shall also inform each other on the authorities and empowered legal entities that have the right to issue those letters and documents. The Commission shall be the controller of the CBE Portal, in accordance with Regulation 2018/1725<sup>39</sup>.

<sup>38</sup> Directive (EU) 2022/2555 of the European Parliament and of the Council of 14 December 2022 on measures for a high common level of cybersecurity across the Union, amending Regulation (EU) No 910/2014 and Directive (EU) 2018/1972, and repealing Directive (EU) 2016/1148 (NIS 2 Directive) (OJ L 333, 27.12.2022, p. 80).

<sup>39</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data,

4. The CBE Portal shall be compatible with the interface established under Regulation (EU) 2018/1724 of the European Parliament and of the Council<sup>40</sup> and with other portals or platforms with a similar purpose, such as the European e-Justice Portal.

5. Member States shall provide up-to-date information to each other and to the Commission, for the purposes of this Article, and interact with road users through the CBE Portal on a regular basis.

6. The Commission shall adopt implementing acts in order to establish the technical specifications, including cybersecurity measures, necessary for the use and maintenance of the CBE Portal. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10a (2).’

(9) The following Article 8a is inserted:

*‘Article 8a*

**Financial support for cross-border cooperation in enforcement activities**

The Commission shall provide financial support to initiatives that contribute to cross-border cooperation in the enforcement of road-safety-related-traffic rules in the Union, in particular the exchange of best practices, the application of smart enforcement methodologies and techniques in the Member States, increasing the capacity building of enforcement authorities and awareness raising campaigns regarding cross-border enforcement actions.’

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<sup>40</sup> and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC, (OJ L 295, 21.11.2018, p. 39).  
Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1).

- (10) Article 9 is replaced by the following:

*‘Article 9*

**Delegated acts**

The Commission shall be empowered to adopt delegated acts in accordance with Article 10 to amend the Annex to update it in the light of technical progress or where this is required by legal acts of the Union directly relevant to the updating of the Annex.’

- (11) The following Article 10a is inserted:

*‘Article 10a*

**Committee procedure**

1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council<sup>41</sup>.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.’;

- (12) Article 11 is replaced by the following:

*‘Article 11*

**Reporting by the Commission**

The Commission shall submit a report to the European Parliament and to the Council on the application of this Directive by the Member States no later than 18 months after receiving the reports referred to in Article 6(2) from all Member States.’

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<sup>41</sup> 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).

- (13) Annex I is replaced by the text in the Annex to this Directive;
- (14) Annex II is deleted.

#### *Article 1a*

##### Transitional reporting

Member States shall send at the latest on 6 May 2026 a comprehensive report to the Commission in accordance with the second and third subparagraph of this Article.

The comprehensive report shall indicate the number of automated searches conducted by the Member State of the offence addressed to the national contact point of the Member State of registration, following offences committed on its territory, together with the type of offences for which requests were addressed and the number of failed requests.

The comprehensive report shall also include a description of the situation at national level in relation to the follow-up given to the road-safety-related traffic offences, based on the proportion of such offences which have been followed up by information letters.

#### *Article 2*

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [two years after the date of entry into force of this Directive] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

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

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

*Article 3*

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

*Article 4*

This Directive is addressed to the Member States.

Done at Brussels,

*For the European Parliament*

*The President*

*For the Council*

*The President*

## ‘Annex

## Data elements necessary to conduct the search referred to in Article 4(1)

## 1. Data elements of initiating search (outgoing request)

Item	M/O ( )	Remarks
Member State of registration	M	Distinguishing sign( ) of the Member State of registration of the detected vehicle
Registration number	M	Full registration number of the detected vehicle
Data relating to the offence	M	
Member State of the offence	M	Distinguishing sign( ) of the Member State of the offence
Reference date of the offence	M	
Reference time of the offence	M	
Purpose of the search	M	<p><b>Code indicating the type of road-safety-related traffic offence as listed in Article 2(1)</b></p> <p>1. = Speeding</p> <p>2. = Drink-driving</p> <p>3. = Failing to use a seat belt</p> <p>4. = Failing to stop at a red traffic light</p> <p>5. = Use of a forbidden lane</p> <p>10. = Driving under the influence of drugs</p> <p>11. = Failing to wear a safety helmet</p> <p>12. = Illegally using a mobile phone or any other communication devices while driving</p> <p>[...] = Not keeping sufficient distance from the vehicle in front</p> <p>[...] = Dangerous overtaking</p> <p>[...] = Dangerous parking</p> <p>[...] = Crossing one or more solid white lines</p> <p>[...] = Wrong-way driving</p> <p>[...] = Not respecting the rules on the creation and use of emergency corridors</p> <p>[...] = Using an overloaded vehicle</p>

(<sup>1</sup>) M = Mandatory communication of the data element, O = Optional communication of the data element.

(<sup>2</sup>) (<sup>3</sup>) Distinguishing sign in accordance with Article 37 of Vienna Convention of 8 November 1968 concluded under the auspices of the United Nations Economic Commission for Europe.

## 2. Data elements provided as a result of the initiating search conducted pursuant to Article 4(1)

### Part I. Data relating to vehicles

Item	M/O ( <sup>1</sup> )	Remarks ( <sup>2</sup> )
Registration number	M	(Code A) Full registration number of the requested vehicle
Chassis number/VIN	M	(Code E) Full chassis number/VIN of the requested vehicle
Member State of registration	M	Distinguishing sign( <sup>3</sup> ) of the Member State of registration of the requested vehicle
Make	M	(Code D.1) Make of the requested vehicle e.g. Ford, Opel, Renault
Commercial description(s) of the vehicle	M	(Code D.3) Commercial description of the requested vehicle e.g. Focus, Astra, Megane
EU Category Code	M	(Code J) e.g. N1, M2, N2, L, T
Registration date	M	(Code I) Date of the last registration of the requested vehicle
Language	O	Language of the vehicle registration document
Previous inquiries	O	The dates of previous inquiries on the requested vehicle
Date of 1st registration of the vehicle		
Maximum technically permissible laden mass except for motorcycles		
Maximum permissible laden mass of the vehicle in service in the Member State of registration		
Maximum permissible laden mass of the whole vehicle in service in the Member State of registration		
Mass of the vehicle in service with bodywork		

and with coupling device in the case of a towing vehicle in service from any category other than M1		
(L) number of axles;		
(M) wheelbase (in mm)		
(N) for vehicles with a total exceeding 3 500 kg, distribution of the technically permissible maximum laden mass among the axles: (N.1) axle 1 (in kg) (N.2) axle 2 (in kg), where appropriate (N.3) axle 3 (in kg), where appropriate (N.4) axle 4 (in kg), where appropriate (N.5) axle 5 (in kg), where appropriate		
(O) technically permissible maximum towable mass of the trailer: (O.1) braked (in kg) (O.2) unbraked (in kg)		
(P) engine: (P.3) type of fuel or power source		
EURO type		

(\*) M = Mandatory communication of the data element, O = Optional communication of the data element.

(\*) The codes are harmonised according to Annex I and II to Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

(\*) Distinguishing sign in accordance with Article 37 of Vienna Convention of 8 November 1968 concluded under the auspices of the United Nations Economic Commission for Europe.



**Part II. Data relating to holders and owners of the vehicles**

Item	M/O <sup>(*)</sup>	Remarks <sup>(*)</sup>
<u>Data relating to holders of the vehicle</u>		(Code C.1) The data refers to the holder of the specific registration certificate.
Registration holders' (company) name	M	(Code C.1.1) Separate fields shall be used for surname, infixes, titles, and the name in printable format shall be communicated.
First name	M	(Code C.1.2) Separate fields for first name(s) and initials shall be used, and the name in printable format shall be communicated.
Address	M	(Code C.1.3) Separate fields shall be used for street, house number and annex, postal code, place of residence, country of residence, etc., and the address in printable format shall be communicated.
Gender	O	Male, female
Date of birth	M	
Legal entity	M	Natural or legal person
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person or the company
<u>Data relating to owners of the vehicle</u>		(Code C.2) The data refer to the owner of the vehicle.
Owners' (company) name	M	(Code C.2.1)
First name	M	(Code C.2.2)
Address	M	(Code C.2.3)
Gender	O	Male, female
Date of birth	M	
Legal entity	M	Natural or legal person
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person or the company

(\*) M = Mandatory communication of the data element when available in a Member State's national register. O = Optional communication of the data element.

(\*) The codes are harmonised according to Annex I and II to Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

**Part III. Data relating to end users of the vehicles**

Item	M/O (c)	Remarks
<u>Data relating to end users of the vehicle</u>		The data refers to the end user of the vehicle.
Registration end users' name	M	Separate fields shall be used for surname, infixes, titles, and the name in printable format shall be communicated.
First name	M	Separate fields for first name(s) and initials shall be used, and the name in printable format shall be communicated.
Address	M	Separate fields shall be used for street, house number and annex, postal code, place of residence, country of residence, etc., and the address in printable format shall be communicated.
Gender	O	Male, female
Date of birth	M	
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person

(c) M = Mandatory communication of the data element when available in a Member State's national register. O = Optional communication of the data element.

**Part IV. Data relating to previous holders and owners of the vehicles, in accordance with Article 4(3)**

Item	M/O <sup>(iv)</sup>	Remarks <sup>(ii)</sup>
Data relating to previous holders of the vehicle		(Code C.1) The data refers to the holder of the specific registration certificate.
Registration previous holders' (company) name	M	(Code C.1.1) Separate fields shall be used for surname, infixes, titles, and the name in printable format shall be communicated.
First name	M	(Code C.1.2) Separate fields for first name(s) and initials shall be used, and the name in printable format shall be communicated.
Address	M	(Code C.1.3) Separate fields shall be used for street, house number and annex, postal code, place of residence, country of residence, etc., and the address in printable format shall be communicated.
Gender	O	Male, female
Date of birth	M	
Legal entity	M	Natural or legal person
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person or the company.
Data relating to previous owners of the vehicle		(Code C.2) The data refer to the previous owner of the vehicle.
Previous owners' (company) name	M	(Code C.2.1)
First name	M	(Code C.2.2)
Address	M	(Code C.2.3)
Gender	O	Male, female
Date of birth	M	
Legal entity	M	Natural or legal person
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person or the company.

(<sup>e</sup>) M = Mandatory communication of the data element when available in a Member State's national register, O = Optional communication of the data element.

(<sup>e</sup>) The codes are harmonised according to Annex I and II to Council Directive 1999/37/EC on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).

#### Part V. Data relating to previous end users of the vehicles, in accordance with Article 4(3)

Item	M/O ( <sup>e</sup> )	Remarks
<u>Data relating to previous end users of the vehicle</u>		The data refers to previous end user of the vehicle.
Registration previous end users' name	M	Separate fields shall be used for surname, infixes, titles, and the name in printable format shall be communicated.
First name	M	Separate fields for first name(s) and initials shall be used, and the name in printable format shall be communicated.
Address	M	Separate fields shall be used for street, house number and annex, postal code, place of residence, country of residence, etc., and the address in printable format shall be communicated.
Gender	O	Male, female
Date of birth	M	
Place of Birth	O	
ID Number	O	An identifier that uniquely identifies the person.

(<sup>e</sup>) M = Mandatory communication of the data element when available in a Member State's national register, O = Optional communication of the data element.