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From:	General Secretariat of the Council
To:	Working Party on Land Transport
N° prev. doc.:	ST 12452/3/25 REV 3 + ADD 1
N° Cion doc.:	ST 8259/25 + ADD 1 - 4
Subject:	Proposal for a Directive of the European Parliament and of the Council on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC - Revised Presidency compromise - Comments from Slovakia

Delegations will find attached comments from Slovakia on the above-mentioned subject.

Council of the European Union

Brussels, 27 October 2025
(OR. en)

12452/3/25
REV 3

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2025/0096 (COD)

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
On:	27 October 2025
No. prev. doc.:	12452/2/25 REV 2
No. Cion doc.:	8259/25
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC - Revised Presidency compromise

In view of the Land Transport Working Party on 31 October 2025, delegations will find attached a further revised Presidency compromise on the articles and the recitals of the above-mentioned proposal. New proposals compared to the previous version of the compromise (ST 12452/2/25 REV 2) are marked in **bold-underline,** for additions, or in ~~strikethrough~~, for deletions.

2025/0096 (COD)

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC

PUBLIC

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

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

Having regard to the proposal from the European Commission,

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

Having regard to the opinion of the European Economic and Social Committee[(1)],

Having regard to the opinion of the Committee of the Regions[(2)],

Acting in accordance with the ordinary legislative procedure,

Whereas:

(1) The registration of a vehicle provides the administrative authorisation for its entry into service in road traffic.

(2) Council Directive 1999/37/EC[(3)] lays down common standards for vehicle registration documents for Member States. It also requires that Member States help each other implement the Directive and indicates that this may be done by exchanging vehicle-related information by electronic means, but does not actually require such a data exchange, hindering communication and information exchange among Member States.

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

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(1) OJ C [...], [...], p. [...]
(2) OJ C [...], [...], p. [...]
(3) Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57, ELI: http://data.europa.eu/eli/dir/1999/37/oj).

(4) Harmonisation of the registration certificates and the sharing of information recorded in the vehicle register will also facilitate the re-registering of vehicles that have previously been registered in another Member State, and will contribute to the proper functioning of the internal market.

(5) To take account of the need for digitalisation, to strengthen Union competitiveness and to reduce administrative burdens, both physical and mobile registration certificates should be harmonised. Such certificates should be fully equivalent and contain exactly the same information.

(5a) To take account of the need for digitalisation, to strengthen Union competitiveness and to reduce administrative burdens, both physical and mobile registration certificates should be harmonised. Such certificates should contain the same information.

(6) To make it easier and faster to check information on physical certificates, Member States should be able to include a QR code on registration certificates, including those in smart card formats. It should also be possible to issue physical registration certificates in smart card format with a microchip, provided that certain technical specifications are followed.

(7) The digital transformation is one of the Union's priorities. It is important to remove the remaining barriers, including the administrative burden associated with the re-registration of vehicles. This can impede the free movement of people, and their right to circulate freely within the Union and to take up residence in a Member State other than the one where their vehicle is currently registered. Therefore, as from [date of entry into force + 4 years], mobile registration certificates should be issued by default without affecting the applicant's right to also request a physical registration certificate. To ensure interoperability of mobile registration certificates across the Union, technical specifications for those certificates should be set out. This will also make it possible to ensure vehicle registration certificates can be checked and verified.

(8) To reduce costs for citizens and businesses, mobile registration certificates should be issued free of charge to the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[(4)]. This is without prejudice to the right of Member States to set a national administrative fee under national law for the registration procedure.

(9) To facilitate cross-border movements, in particular the re-registration of vehicles, Member States should electronically record all required data on all vehicles registered in their territory and keep that data up to date at all times. That data will help: improve the accuracy of vehicle registers; ensure better law enforcement; combat vehicle fraud and theft**; contribute to an efficient handling of abandoned vehicles and eliminate re-registration of vehicles for which a certificate of destruction has been issued**; improve the exchange of information between Member States; and facilitate checking the status of vehicles due for export.

(10) It should be ensured that personal data process**ed**~~ing~~ for the implementation of this Directive complies with the data protection framework of the Union. In particular, any personal data

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

used in the verification of a vehicle's registration data should not **be** retained by the verifier, unless such retention is authorised by Union or national law.

(11) Roadworthiness testing is a part of a wider regime that ensures vehicles are kept in a safe and environmentally acceptable condition during their use. In addition to scheduled periodic technical inspections, vehicles should also be subject to a roadworthiness test if the safety or environmental systems and components of the vehicle have been significantly altered or modified. This includes cases where there is a change of vehicle category**, weight** or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel.

Reasoning: The change in vehicle weights should be added into Recital 11. The weight of the vehicle is important for paying various fees, taxes or tolls.

(11a) The roadworthiness regime requires that a vehicle's authorisation to be used in road traffic be suspended where the vehicle constitutes a risk to road safety. To reduce the administrative burden resulting from suspension, it is not necessary to go through a new registration process when the suspension is lifted. In order to ensure that registers are accurate and up to date, where the authorisation of a vehicle for use on public roads has been suspended following a roadworthiness test, the suspension should also be recorded electronically in the register until the vehicle has passed a new roadworthiness test.

(12) To ensure that vehicle registers are accurate and up to date, when a vehicle has been treated as an end-of-life vehicle in accordance with Directive 2000/53/EC of the European Parliament and of the Council[(5)], the registration of that vehicle should be cancelled permanently and that information added to the electronic register.

(12a) Member States allowing for temporary de-registration of vehicles should set out a maximum period of duration of such de-registration and ensure that any renewals of temporary de-registration are granted only for a defined and limited period.

(13) For the purpose of identifying a vehicle in road traffic, for a transitional period, Member States should be able to require the driver to carry Part I of the physical registration certificate. Thereafter, Member States should accept both physical and mobile registration certificates for that purpose.

(13a) Where a Member State issues Part II of the registration certificate or equvilant hereto, Part II of the registration certificate should only be issued to the owner or the holder of the registration certificate.

(13b) The mutual recognition of both physical and mobile vehicle registration certificates for the purposes of vehicle identification in international traffic and re-registration in another Member State is an essential element of free movement of goods and people. However, Member States may decide that mutual recognition should not apply for vehicles that have not been granted an EU type-approval or an EU individual approval to ensure compliance with national safety and environmental standards, in line with the

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(5) Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles (OJ L 269, 21.10.2000, p. 34, ELI: http://data.europa.eu/eli/dir/2000/53/oj)

provisions in Regulation (EU) 2018/858, Regulation (EU) No 167/2013 and Regulation (EU) No 168/2013.

(14) When re-registering a vehicle previously registered in another Member State, the competent authorities should, during a transitional period, require Part I **and where issued Part II** of the physical registration certificate to be submitted. However, to facilitate free movement of people and to reduce the administrative burden, the competent authorities should also be allowed to accept the presentation of the mobile registration certificate during that period, if it was issued. After the transitional period, when re-registering a vehicle previously registered in another Member State, the competent authorities should accept both Part I **and where issued Part II** of the physical registration certificate and the presentation of the mobile registration certificate.

(15) To ensure that vehicle registers are accurate and up to date, when re-registering a vehicle, the competent authorities should verify with the Member State of registration which format(s) of the registration certificate were issued. Where a physical registration certificate was issued, the competent authorities should withdraw the part(s) of that certificate submitted, and should, without undue delay, inform the authorities of the issuing Member State of the withdrawal. Where a mobile registration certificate is presented, the competent authorities should, also without undue delay, inform the authorities of the issuing Member State, and the latter should immediately revoke that certificate. Information on the previous certificate in the vehicle register should be retained for 12 months.

(16) To facilitate the smooth operation of the regime introduced by this Directive, particularly in a cross-border context, Member States should designate a national contact point responsible for exchanging information in a timely manner with the other Member States and with the Commission.

(17) In order to ensure the Annexes remain up to date, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of the amendment of certain parts of Annexes I~~,~~ **and** II ~~and III~~ in the event of enlargement of the Union, in relation to non-mandatory elements in the event of changes in the content of certificates of conformity in the relevant Union type-approval legislation, or in order to take account of technical, operational or scientific developments. 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 Interinstitutional Agreement of 13 April 2016 on Better Law-Making[6]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council should receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

(18) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify: interoperability features and security measures applicable to the QR codes introduced on physical registration certificates; the interoperability, security and testing of mobile registration certificates; including verification features and the interface with national systems; relevant data from the certificate of conformity in electronic format as provided for in Article 37 of Regulation (EU) 2018/858

[6] OJ L 123, 12.5.2016, p. 1.

of the European Parliament and of the Council[7]; the necessary arrangements for implementing the functionalities of the MOVE-HUB electronic system; and the format of data to be communicated by Member States to the Commission through the e-platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[8].

(19) To combat fraud and the illegal trade in stolen vehicles, **ensure an efficient handling of abandoned vehicles and the elimination of re-registration of vehicles for which a certificate of destruction has been issued,** Member States should assist one another in the implementation of this Directive. This should include providing access to relevant registration data and roadworthiness information, including suspensions, to the registration authorities in other Member States.

(20) To facilitate the exchange of data, Member States should interconnect their vehicle registers and electronic systems on roadworthiness certificates with the Commission's MOVE-HUB system, so that competent authorities are able to consult the register of another Member State in real time.

(20) To facilitate the exchange of data, Member States should interconnect their vehicle registers and electronic systems containing information on the last roadworthiness certificate including the EU temporary roadworthiness certificate with the Commission's MOVE-HUB system**.** ~~, for T~~the purpose ~~of~~ **is to** exchang~~eing~~ **data** messages **so that the competent authorities are able to recive information from the register of another Member State in real time.** Member States may continue to use their own applications or third party applications, including the European Vehicle and Driving Licence Information System (EUCARIS), to connect to the MOVE-HUB electronic system.

(21) To enable the Commission to analyse the state of play in the Member States and to propose initiatives on a sound factual basis, Member States should communicate data to the Commission on the vehicles registered in their territory, including the number of physical and mobile registration certificates issued, the number of re-registrations of vehicles previously registered in another Member State, and the number of vehicle registrations suspended. The Commission should transmit the data collected to the European Parliament and to the Council

(22) The objectives of this Directive, namely the achievement of a harmonised Union vehicle registration framework, cannot be sufficiently achieved by the Member States acting alone. This is because national rules governing registration documents, registration data and cooperation with other Member States would lead to requirements so diverse that the level of

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[7] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/858/oj).

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

road safety and free movement of people intended by those harmonised rules could not be achieved. Consequently, such objectives are better achieved at Union level. Therefore, the Union may adopt measures, in accordance with the principle of subsidiarity set out in Article 5 of the Treaty. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary to achieve those objectives.

(23) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[9], 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.

(24) Directive 1999/37/EC should be repealed,

HAVE ADOPTED THIS DIRECTIVE:

Chapter I
General provisions

Article 1

Subject matter and scope

1. This Directive lays down common rules on the following:

(a) the vehicle registration documents issued by the Member States;

(b) certain data to be recorded in national vehicle registers;

(c) the exchange of such data between Member States.

~~2. This Directive shall not apply to documents for the temporary registration of vehicles, unless such documents meet the requirements of this Directive, in which case, they shall be mutually recognised by Member States in accordance with Article 9.~~

2. Member States are not required to apply this Directive to vehicle registration documents for the temporary registration of vehicles, if the vehicle registration document is valid for national purposes only.

3. Member States may exclude vehicles used by armed forces, forces responsible for law and order, fire services, civil protection service and emergency or rescue services.

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

Article 2

Definitions

For the purposes of this Directive, the following definitions apply:

(1) 'vehicle' means any vehicle as defined in Article 3, point 15 of Regulation (EU) 2018/858 or in Article 3, point 11 of Regulation (EU) No 167/2013 of the European Parliament and of the Council[(10)], and any vehicle referred to in Article 4 of Regulation (EU) No 168/2013 of the European Parliament and of the Council[(11)];

(2) 'registration' means the administrative authorisation for the entry into service in road traffic of a vehicle, involving the identification of the latter and the issuing to it of a serial number, to be known as the registration number;

(3) 'registration certificate' means the document, issued **by the competent authority** in a physical format, a digital format, or both, which certifies that the vehicle is registered in ~~a~~ **that** Member State;

(4) 'physical registration certificate' means a registration certificate in its paper or smart card format;

(5) 'mobile registration certificate' means a registration certificate in its digital format;

(6) 'holder of the registration certificate' means the legal or natural person in whose name a vehicle is registered;

(7) 'suspension' means a limited period of time in which a vehicle is not authorised by a Member State to be used in road traffic following which – provided the reasons for suspension have ceased to apply – it may be authorised to be used again without involving a new registration;

(8) 'temporary de-registration' means a **limited** period of **time** ~~[two/five] years~~ in which a vehicle is not authorised by a Member State to be used in road traffic on the request of the holder of the registration certificate;

(9) 'cancellation of a registration' means the permanent cancellation of a Member State's authorisation for a vehicle to be used in road traffic.

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(10) Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/167/oj).

(11) Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52, ELI: http://data.europa.eu/eli/reg/2013/168/oj).

Chapter II
Registration certificates

Article 3

General requirements for registration certificates

1. Member States shall issue registration certificates for vehicles which are subject to registration under their national legislation. The certificates shall comply with the requirements laid down in Article 4, as regards physical registration certificates, and Article 5 as regards mobile registration certificates.

2. Where a registration certificate is issued for a vehicle registered prior to the implementation of this Directive, Member States may limit the data on the registration certificate to the required data that is available.

3. A vehicle shall not be the subject of more than one registration certificate, except as set out in paragraphs 4 and 5. However, a mobile registration certificate may be displayed on several mobile devices.

4. Until [entry into force + **5 years** ~~**4 years**~~], Member States shall issue physical registration certificates. They may also issue mobile registration certificates in addition to the physical certificates.

5. With effect from [entry into force + **5 years** ~~**4 years**~~ + 1 day], Member States shall issue mobile registration certificates as the default format without prejudice to the right of the applicant to obtain the physical format or both formats with the same application. After the issuance of the registration certificate in one format, the holder of the registration certificate shall continue to have the right to request the other format.

6. Member States shall ensure that physical and mobile registration certificates issued for the same vehicle are issued to the same holder and contain the same information, as set out in Annexes I and II.

7. Member States shall communicate any new specimen of the physical registration certificate and the description of the set of data of mobile registration certificates to the Commission and to the other Member States without undue delay. The Commission shall publish those specimens and descriptions of sets of data on its dedicated webpage.

Article 4

Physical registration certificates

1. Physical registration certificates shall consist of either a single part as set out in Annex I or two parts as set out in Annexes I and II. Member States may authorise the appropriate services they appoint, in particular those of the manufacturers, to complete the technical parts of the registration certificate.

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2. The data given in the physical registration certificate, as set out in Annexes I and II, shall be represented by the harmonised Union codes as set out in those Annexes.

3. Member States may decide to include one or more QR codes on the physical registration certificates in paper format which they issue. The QR code shall allow the verification of the authenticity of the information reported on the physical registration certificate.

4. Physical registration certificates issued in a smart card format may contain a microchip in accordance with the requirements set out in Annexes I and II. If this is not the case Member States may decide to print or engrave, in the space reserved for that purpose, QR codes on the registration certificates issued by them.

5. The Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability features for QR codes printed on physical registration certificates, and the security measures with which those codes are to comply. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

6. Member States shall inform the Commission of any measure aimed at the introduction of QR codes on their registration certificates, or of any change of such measure, within three months of its adoption.

Article 5

Mobile registration certificates

1. Mobile registration certificates shall comply with the specifications in ~~Annex III~~**the implementing acts reffered to in paragraph 5.**

2. Member States shall ensure that mobile registration certificates are issued free of charge as electronic attestations of attributes to the European Digital Identity Wallets in accordance with Regulation (EU) No 910/2014. ~~The wallets shall provide Member States' authorities with the possibility to do at least the following:~~

~~(a) to retrieve and store data to verify the authorisation of the vehicle to be used in road traffic;~~

~~(b) to display and transfer the data referred to in point (a).~~

3. The information transmitted directly from the electronic attestation of the mobile registration certificate stored in the European Digital Identity Wallets shall allow competent authorities to verify in real time the authorisation of the vehicle to be used in road traffic (verification), including any restrictions applicable in the Union or in the territory of a Member State.

4~~3~~. Member States shall provide the Commission with a list of trusted issuers of mobile registration certificates. They shall keep that list up to date. The Commission shall make those lists available to the public through a secure channel and in an electronically signed or sealed form suitable for automated processing.

5~~4~~. By [entry into force + **1 year** ~~2 years~~], the Commission shall adopt implementing acts laying down detailed provisions concerning the technical specifications of mobile registration

certificates, **consistent with ISO/IEC TS 7367 [date/version to be added once the standard is published],** including **real time** verification features ~~and the interface with national systems,~~ and procedures for notifying trusted issuers of mobile registration certificates. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

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Chapter III
General obligations

Article 6

Data recorded in vehicle registers

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

In addition, the vehicle registers shall include:

(a) relevant data from the certificate of conformity in electronic format as provided for in Article 37 of Regulation (EU) 2018/858;

(b) the result of mandatory periodic roadworthiness tests in accordance with Directive 2014/45/EU of the European Parliament and of the Council[12] and the period of validity of the roadworthiness certificate, including the result of periodic roadworthiness tests carried out in, and the validity of the certificate issued by, a Member State other than the Member State of registration in accordance with Article 4(3) and (4) of Directive 2014/45/EU;

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

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

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

Reasoning: SK sees potential difficulties in the absence of information about previous holders and owners of vehicles.

(e) information on **the holder of the registration certificate and, where available, the owner of** vehicles which are not authorised to be used in road traffic due to suspension

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12 Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj).

in accordance with Article 8, or due to the temporary de-registration of the vehicle **in accordance with Article 8a**;

~~(f) where available, the **Member State**country where the vehicle was registered for the first time;~~

(f) **where available, the country where the vehicle was registered for the first time and the Member State where the vehicle was registered for the first time in EU**;

Reasoning: We consider the proposed addition important since a vehicle could be registered for the firt time in third countries as well and imported into the EU at a later date. In such cases, the vehicle is not registered for the first time in a Member State. We believe that not only the country of first registration in the EU should be recorded, but also the country of first registration in general.

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

(i) has been treated as an end-of-life vehicle and a certificate of destruction has been issued in accordance with Article 5(3) of Directive 2000/53/EC;

(ii) has been re-registered in a different Member State, upon confirmation by the new Member State of registration; **the information to which Member State the vehicle has been re-registered shall be recorded;**

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

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

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

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

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

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

2. The Commission may adopt implementing acts specifying the relevant data referred to in paragraph 1, second subparagraph, point (a). Those implementing acts shall be adopted in accordance with the examination procedure laid down in Article 14(2).

Article 7

Verification of vehicle registration data

Member States shall ensure that the personal data necessary for the verification of the information reported on the physical registration certificate or mobile registration certificate are not retained by

the verifier, unless retention is authorised by Union or national law. They shall also ensure that the issuing authority of the registration certificate is not notified about the verification process of physical registration certificates, and that it processes the information received through the notification only for the purpose of responding to the verification request for mobile registration certificates.

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Article 8

Suspension of registration

1. Where the competent authority of a Member State receives notification of a periodic roadworthiness test showing that the authorisation to use a particular vehicle in road traffic has been suspended in accordance with Article 9 of Directive 2014/45/EU, the suspension shall be recorded electronically in the vehicle register.

2. The suspension shall be effective until the vehicle has passed a new roadworthiness test. On successful completion of the roadworthiness test, the competent authority shall without delay re-authorise the use of the vehicle in road traffic, and the end of the suspension shall be electronically recorded in the vehicle register. No new process of registration shall be necessary.

3. Member States may adopt measures to facilitate the retesting of a vehicle the authorisation of which for use in road traffic has been suspended. Those measures may include the grant of permission to travel on public roads between a place of repair and a test centre for the purpose of a roadworthiness test.

Article 8a

Temporary de-registration

Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall:

(a) ensure that the temporary de-registration of a vehicle does not exceed four years. Temporary de-registrations may be renewed an unlimited number of times, with each renewal not exceeding four years;

(b) indicate in their register that the vehicle has been temporarily de-registered, as well as the duration granted for the temporary de-registration if the duration is less than four years;

(c) verify that at the time of renewal of the temporary de-registration the vehicle is not an end-of-life vehicle;

(d) automatically re-register the vehicle at the end of the temporary de-registration period unless the vehicle is required to be inspected before re-registration.

Article 8b

Cancellation of a registration

Where a registration is cancelled, Member States shall

a) ensure the withdrawal of the physical registration certificate;

b) ensure the invalidation of the mobile registration certificate;

c) ensure the removal of the registration plates.

Reasoning: If provisions on temporary re-registration are being introduced, it could be helpful to also clarify the procedure for a possible refusal of registration, to ensure the directive is comprehensive and unambiguous. The text of current directive lacks information about what is supposed to happen to registration certificates upon cancellation of a registration. Similarily in this proposal, there is missing information that the physical registration certificate must be withdrawn from circulation and the mobile registration certificate must be invalidated so that it cannot be used for roadside inspection. We believe that this should be added as a separate article.

Article 9

Mutual recognition

1. A physical registration certificate issued by a Member State in accordance with Article 4 shall be recognised by the other Member States for the identification of the vehicle in international traffic or for its re-registration in another Member State.

2. A mobile registration certificate issued by a Member State in accordance with Article 5 shall be recognised by the other Member States for the identification of the vehicle in international traffic or for its re-registration in another Member State with effect from [entry into force + **5 years** ~~**4 years**~~ + 1 day].

[3. For vehicles that do not comply with **which have not been granted** an EU type approval or an EU individual approval, **in accordance with the Regulation (EU) 2018/858, Regulation (EU) No 167/2013 or Regulation (EU) No 168/2013,** Member States may**, prior to re-registration offor these vehicles, decide that paragraph 1 and 2 do not apply**require proof of compliance with the technical requirements applicable in the Member State and may carry out technical inspections prior to re-registration.]

3. For vehicles that do not comply with which have not been granted an EU type approval or an EU individual approval, in accordance with the Regulation (EU) 2018/858, Regulation (EU) No 167/2013 or Regulation (EU) No 168/2013, Member States may, prior to re-registration offor these vehicles, decide that the vehicle undergoes a new approval and undergoes a new roadworthiness test.

Reasoning: We propose new wording for paragraph 3. It is a reworded version of paragraph 3 and gives Member States the option of requesting new approval and a new PTI before re-registration.

Article 10

Identification of vehicles

Until [date of entry into force + **5 years** ~~4 years~~], Member States may require that the driver carry Part I of the physical registration certificate to identify a vehicle in road traffic. After that date, Member States shall accept both physical and mobile registration certificates for that purpose.

Article 10a

Re-registration of vehicles

1. Until [date of entry into force + **5 years** ~~4 years~~] the competent authorities shall require the submission of Part I of the physical registration certificate and the submission of Part II if it was issued when re-registering a vehicle previously registered in another Member State. Until that date, they may also accept the presentation of a mobile registration certificate, if any.Where the registration certificate consists of Parts I and II, and Part I or Part II is missing, the competent authorities in the Member State where the new registration has been requested may decide, in exceptional cases, to re-register the vehicle, but only after having obtained confirmation by electronic means, from the competent authorities in the Member State where the vehicle was previously registered, that the applicant is entitled to re-register the vehicle in another Member State.

2. From [entry into force + **5 years** ~~4 years~~ +1 day], Member States shall accept both Part I **and Part II if it was issued** of the physical registration certificate and the presentation of the mobile registration certificate for the purposes of re-registering a vehicle previously registered in another Member State. The re-registering Member State shall verify with the Member State of registration which format(s) of the registration certificates have been issued.

3. Where only a physical registration certificate was issued, the competent authorities of the re-registering Member State shall withdraw the part(s) of the registration certificate submitted and shall keep the withdrawn part(s), or an electronic record thereof, for five years. They shall, without undue delay:

(a) inform the authorities of the Member State which issued the certificate of such withdrawal;
(b) return the relevant part(s) to those authorities if they so request.

4. Where only a mobile registration certificate was issued, the competent authorities of the re-registering Member State shall, without undue delay, inform the authorities of the Member State which issued that certificate. The competent authorities of that Member State shall immediately revoke the previous mobile registration certificate and shall keep the information contained in the previous registration in the vehicle register for five years.

5. Where both a physical and a mobile registration certificate were issued, the steps in both paragraphs 3 and 4 shall be followed.

6. When re-registering a vehicle, the competent authority will withdrawal the registration plates from the previous state of registration of the vehicle.

Reasoning: We consider the proposed addition important because there are numerous cases of vehicle registration numbers being misused when they have not been properly revoked by the competent authorities.

Article 11

Administrative cooperation between Member States

1. Member States shall designate one or more national contact points responsible for exchanging information with the other Member States and the Commission with regard to the implementation of this Directive. Member States shall ensure that their respective national contact points cooperate with each other in order to ensure that all necessary information is shared in due time, including in relation to requests from re-registering Member States under the provisions of Article 10a.

2. Member States shall forward to the Commission the names and contact details of their national contact points by [*date of transposition*], and shall inform it without delay of any changes thereto. The Commission shall draw up a list of all contact points and forward it to the Member States.

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Chapter IV
Implementing acts and delegated acts

Article 12

Delegated acts

The Commission shall be empowered to adopt delegated acts in accordance with Article 13 in order to amend:

(a-1) Article 6(1a), in relation to certificates of conformity in electronic format in the relevant Union type-approval legislation;

Reasoning: We propose adding a new point that would empower the Commission to adopt a delegated act to amend Article 6(1)(a). We assume that the electronic COC will be introduced for other vehicle categories in the future and that the relevant regulation will then need to be added next to Regulation 2018/858. If eCOC is also added to Regulations 167/2013 and 168/2013, the Comission should have the option to change it.

(a) point 2(d)(ii) and point 3(a)(i)(2) of Annex I and point 2(d)(ii) and point 3(a)(i)(2) of Annex II, in the event of enlargement of the Union;

(b) point 2(f) of Annex I and Annex II, in relation to non-mandatory elements in the event of changes of the content or definitions of certificates of conformity in the relevant Union type-approval legislation, as well as in order to take account of technical, operational or scientific developments;

(c) Tables 2 and 3 in both Annex I and Annex II, in order to list the tags identifying the data objects corresponding to the mandatory and optional registration data.~~:~~

~~(d) Annex III, in order to take account of technical, operational or scientific developments.~~

Article 13

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 12 shall be conferred on the Commission for a period of five years from [*date of entry into force*]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of powers referred to in Article 12 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 12 shall enter into force only if no objection has been expressed by either the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 14

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.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request. Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.

Chapter V
Final provisions

Article 15

Exchange of data

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information relating to vehicle registration data, data contained in the last roadworthiness certificate, any EU temporary roadworthiness certificate issued during the last three years, technical roadside inspection reports of at least the last three years, and the

odometer history of the vehicle stored in national databases **and covering at least the last three years**, in particular so as to check, before any registration of a vehicle, that vehicle's legal status, where necessary in the Member State in which it was previously registered.

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

3. Access to the MOVE-HUB network shall be secured. Member States may connect only the authorities competent for the purposes referred to in paragraphs 1.

4. By [*date of entry into force* + ***1 year*** ~~*2 years*~~], the Commission shall adopt implementing acts laying down the necessary arrangements for the implementation of the functionalities of the MOVE-HUB electronic system, and specifying the minimum requirements for the format and content of the message to be used by Member States. It shall specify which authority is responsible for access to data and further use. Those implementing acts shall ensure the protection of personal data and be adopted in accordance with the examination procedure referred to in Article 14(2).

Article 16

Communication of information to the Commission

1. By 31 March 2030, and by 31 March of each third year thereafter, Member States shall communicate to the Commission through the online reporting platform referred to in Article 28 of Regulation (EU) 2018/1999 of the European Parliament and of the Council[13] ('e-platform'), the data relating to the vehicles registered in their territory during each of the previous three calendar years. The data shall comprise (per calendar year):

[13] Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1).

(a) the number of physical registration certificates issued, per vehicle category;

(b) the number of mobile registration certificates issued, per vehicle category;

(c) the number of re-registrations of vehicles previously registered in another Member State, per vehicle category;

(d) the number of vehicle registrations suspended, per vehicle category.

~~The first report shall cover the years 2027, 2028, and 2029, separately.~~

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

2. Commission shall adopt implementing acts specifying the format in which the data referred to in paragraph 1 are to be communicated through the e-platform. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 14(2).

Article 17

Transposition

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [***the first day of the month following*** *date-of-entry into force + 2 years*] at the latest. They shall forthwith communicate to the Commission the text of those provisions.

Reasoning: We believe it is better to apply the directive from the first day of a month instead of a random date depending on the publication in the Official Journal.

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 18

Repeal

1. Directive 1999/37/EC is repealed with effect from [***the first day of the month following*** *date of entry into force + 2 years*].

Reasoning: We believe it is better to apply the directive from the first day of a month instead of a random date depending on the publication in the Official Journal.

2. References to Directive 1999/37/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex IV.

PUBLIC

Article 19

Entry into force

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

Article 20

Addressees

This Directive is addressed to the Member States.

Done at Brussels,

For the European Parliament	*For the Council*
The President	*The President*
[...]	*[...]*

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Council of the European Union

Brussels, 27 October 2025
(OR. en)

12452/3/25
REV 3 ADD 1

LIMITE

TRANS 357
CODEC 1200
IA 115

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Interinstitutional File:
2025/0096 (COD)

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. prev. doc.:	12452/2/25 REV 2 ADD 1
No. Cion doc.:	8259/1/25 ADD 1
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC - Revised Presidency compromise on Annex I

In view of the Land Transport Working Party on 31 October 2025, delegations will find attached a revised Presidency compromise on Annex I of the above-mentioned proposal. New proposals compared to the previous version of the Annex (ST 8259/2/25 REV 2 ADD 1) are marked in **bold underline**, for additions, or in ~~strikethrough~~, for deletions.

ANNEX

Annex I
Part I of the registration certificate

1. This part may be implemented in either of two formats: as a paper document or as a smart card. The characteristics of the paper document version are specified in point 2, and those of the smart card version in point 3.

2. **Specifications of Part I of the Registration Certificate in paper format**

(a) The overall dimensions of the physical Registration Certificate shall not be greater than an A4 format (210 × 297 mm) or a folder of A4 format.

(b) The paper used for Part I of the Registration Certificate shall be made secure against forgery by using at least two of the following techniques:
   (i) graphics,
   (ii) watermark,
   (iii) fluorescent fibres, or
   (iv) fluorescent imprints.

Member States are free to introduce additional security features.

(c) Part I of the Registration Certificate may consist of several pages. Member States shall determine the number of pages in accordance with the information contained in the document and its layout.

(d) The first page of Part I of the Registration Certificate shall contain:
   (a) the name of the Member State issuing Part I of the Registration Certificate,
   (ii) the distinguishing mark of the Member State issuing Part I of the registration certificate, namely:

B: Belgium
BG: Bulgaria
CZ: Czech Republic
DK: Denmark
D: Germany
EST: Estonia
GR: Greece
E: Spain
F: France
HR: Croatia
IRL: Ireland
I: Italy
CY: Cyprus
LV: Latvia
LT: Lithuania,
L: Luxembourg
H: Hungary
M: Malta
NL: Netherlands
A: Austria
PL: Poland
P: Portugal
RO: Romania

SLO: Slovenia
SK: Slovakia
FIN: Finland
S: Sweden

(iii) the name of the competent authority,

(iv) the words 'Part I of the Registration Certificate' or, if the certificate consists of one part only, the words 'Registration Certificate', printed in large type in the language or languages of the Member States issuing the Registration Certificate; they shall also appear, after a suitable space, in small type in the other languages of the European Union,

(v) the words 'European Union', printed in the language or languages of the Member State issuing Part I of the Registration Certificate,

(vi) the number of the document.

(e) Part I of the Registration Certificate shall also contain the following data, preceded by the corresponding harmonised Union codes:

(A) registration number,
(B) date of first registration of the vehicle,
(C) personal data,
(C.1) holder of the Registration Certificate,
(C.1.1) surname(s) or business name,
(C.1.2) other name(s) or initial(s) (where appropriate),
(C.1.3) address in the Member State of registration on the date of issue of the document,
~~(C.1.4) electronic address (e-mail), where available,~~
(C.4) Where the particulars specified in f, code C.2 are not included in the Registration Certificate, reference to the fact that the holder of the Registration Certificate:
(a) is the vehicle owner,
(b) is not the vehicle owner,
(c) is not identified by the Regsistration Certificate as being the vehicle owner;
(D) vehicle,
(D.1) make,
(D.2) type,
- variant (if available),
- version (if available),
(D.3) commercial description(s),
(E) vehicle identification number,
(F) mass,
(F.1) maximum technically permissible laden mass, except for motorcycles,
(G) 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,
(H) period of validity, if not unlimited,
(I) date of the registration to which this certificate refers,
(J) vehicle category,
(J.1) bodywork,
(K) whole~~-vehicle~~ vehicle type-approval number or the ~~**European**~~ Individual approval number (if available); **for multi-stage approvals, approval numbers for each stage are given,**

Reasoning: In the harmonized item (K), the word "European" should be deleted, as Regulation (EU) 2018/858 also recognizes national individual approval. We would also like to draw attention to the fact that some vehicles are approved through a multi-stage approval process. In this case, the vehicle has multiple approval numbers.

(P) engine,
(P.1) capacity (in cm^3),
(P.2) maximum net power (in kW) (if available),
(P.3) type of fuel or power source (where applicable),
(Q) power/weight ratio (in kW/kg) (only for motorcycles),

(S) seating capacity,
(S.1) number of seats, including the driver's seat,
(S.2) number of standing places (where appropriate).
(V.7) CO_2 (in g/km) or Specific CO_2 emissions where indicated at entry 49.5 of the Certificate of Conformity of heavy-duty vehicles defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683[1] or at entry 49.5 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation,
(V.9) indication of the exhaust emission level environmental categoryat entry 47 of part 2 of the Certificate of Conformity as defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at entry 47 of the individual approval certificate defined in Appendix 1 to Annex III to that Regulation,
(X) proof of having passed the roadworthiness test, date of next roadworthiness test or expiry of current certificate on mobile registration certificates.

(f) Part I of the Registration Certificate may, moreover, contain the following data, preceded by the corresponding harmonised Union codes:
(C) personal data,
(C.1.4) electronic address (e-mail) of the holder of the registration certificate,
(C.2) owner of the vehicle (repeated as many times as there are owners),
(C.2.1) surname or business name,
(C.2.2) other name(s) or initial(s) (where appropriate),
(C.2.3) address in the Member State of registration, on the date of issue of the document,
(C.2.4) ~~(C.2a)~~ electronic address (e-mail) of the owner ~~or holder~~ of the registration certificate,
(C.3) natural or legal person who may use the vehicle by virtue of a legal right other than that of ownership,
(C.3.1) surname or business name,
(C.3.2) other name(s) or initial(s) (where appropriate),
(C.3.3) address in the Member State of registration, on the date of issue of the document,

(C.5), (C.6), (C.7), (C.8): where a change in the personal data given in point (e), codes (C.1), (C.2) and/or this point, code (C.3) does not give rise to the issue of a new Registration Certificate, the new personal data corresponding to these points may be

[1] (1) Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2020/683/oj).

included under codes (C.5), (C.6), (C.7) or (C.8); they are then broken down in accordance with the references in point (e), codes (C.1), (C.2), this point, code (C.3), (F) mass,

PUBLIC

(F.2) maximum permissible laden mass of the vehicle in service in the Member State of registration,
(F.3) maximum permissible laden mass of the whole vehicle in service in the Member State of registration,
(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.4) rated speed (in min^{-1}),
(P.5) engine identification number,
(R) colour of the vehicle,
(T) maximum speed (in km/h),
(U) sound level,
(U.1) stationary (in dB(A)),
(U.2) engine speed (in min-1),
(U.3) drive-by (in dB(A)),
(V) exhaust emissions,
(V.1) CO (in g/km, mg/km, g/kWh or mg/kWh),
(V.2) THC (in g/km, mg/km, g/kWh or mg/kWh),
(V.3) NOx (in g/km, mg/km, g/kWh or mg/kWh),
(V.4) THC + NOx (in g/km),
(V.5) Mass of particulate matter (PM) (in g/km or g/kWh),
(V.6) corrected absorption coefficient for diesel (in min-1),
(V.8) combined fuel consumption (in l/100 km),
(V.10) CO2 emission class of heavy-duty vehicles determined at the moment of first registration, in accordance with Article 7ga(2) of Directive 1999/62/EC of the European Parliament and of the Council (5),

(V.11) Efficiency ratio:

- **For non-volume-oriented trailers, efficiency ratio – tonne-kilometre where indicated at position 49.11.2 of the certificate of conformity defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683* or at position 49.11.2 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation.**
- **For volume-oriented trailers, efficiency ratio – m3-kilometre based where indicated at position 49.11.3 of the certificate of conformity defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at position 49.11.3 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation.**

The volume orientation is indicated at position 49.10 of the certificate of conformity of heavy-duty trailers defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at position 49.10 of

PUBLIC

the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation,

(V.12) Trailer class determined in accordance with Article 7gc of Directive 1999/62/EC of the European Parliament and of the Council;

Reasoning: We propose this addition in connection with the amended proposal to revise the Eurovignette Directive (1999/62/EC), which introduces new harmonised items.

(W) fuel tank(s) capacity (in litres),

(X) proof of having passed the roadworthiness test, date of next roadworthiness test or expiry of current certificate on physical registration certificates.

(g) Member States may include additional information in Part I of the Registration Certificate, in particular they may add between brackets to the identification codes, as laid down under points (e) and (f), additional national codes.

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3. **Specifications of Part I of the Registration Certificate in smart card format** (Alternative to the specimen in paper format described in point 2)

(h) *Card format and data legible with the eye*

Where the card includes a microprocessor, the chip card shall be designed in accordance with the standards mentioned in point (e). The data stored on the card should be legible with normal reading devices (such as for tachograph cards).

Printed on the front and back of the card shall be at least the data specified in point 2, points (d) and (e); these data shall be legible with the eye (minimum character height: 6 points) and printed on as follows.

(a) Basic Imprint

The basic data shall contain the following:

Front

(1) To the right of the chip location:

in the language(s) of the Member State issuing the Registration Certificate

- the words 'European Union',
- the name of the Member State issuing the Registration Certificate,
- the words 'Part I of the Registration Certificate', or, if the certificate consists of one part only, the words 'Registration Certificate' printed in large type,
- another (e.g. previous national) designation of the equivalent document (optional),
- the name of the competent authority (alternatively, also in the form of a personalisation imprint as per point (ii)),
- the unambiguous consecutive number of the document as used within the Member State (alternatively, also in the form of a personalisation imprint as per point (ii)),

(2) Above the chip location:

The distinguishing mark of the Member State issuing the Registration Certificate, white in a blue rectangle and surrounded by twelve yellow stars:

B: Belgium
BG: Bulgaria
CZ: Czech Republic
DK: Denmark
D: Germany
EST: Estonia
GR: Greece
E: Spain
F: France
HR: Croatia
IRL: Ireland
I: Italy
CY: Cyprus
LV: Latvia
LT: Lithuania,
L: Luxembourg
H: Hungary
M: Malta
NL: Netherlands
A: Austria

PUBLIC

PL: Poland
P: Portugal
RO: Romania
SLO: Slovenia
SK: Slovakia
FIN: Finland
S: Sweden

(3) Member States might consider adding, at the lower edge in small type and in their national language(s), the note: 'This document should be produced to any authorised person requesting it.'

(4) The basic colour of the card is green (Pantone 362); alternatively, a green-to-white transition is possible.

(5) A symbol representing a wheel (see proposed lay-out in Figure1) shall be printed within the printing area in the bottom left corner of the card front.

(6) In other respects, the provisions of point (m) shall apply.

(ii) Personalisation Imprint

The personalisation imprint shall contain the following information:

Front

(1) The name of the competent authority – see also point (i),

(2) The name of the authority issuing the Registration Certificate (optional),

(3) The unambiguous consecutive number of the document as used within the Member State – see also point (i),

(4) The following data from point 2, point (e),

(5) according to point 2, point (g), individual national codes may be added to the preceding harmonised Union codes.

(A) registration number (official licence number)

(B) date of first registration of the vehicle

(C) date of the registration to which this certificate refers

personal data

(C.1) holder of the Registration Certificate

(C.1.1) surname or business name

(C.1.2) other name(s) or initial(s) (where appropriate)

(C.1.3) address in the Member State of registration on the date of issue of the document

(C.4) Where the particulars specified in f, code C.2 are not included in the Registration Certificate, reference to the fact that the holder of the Registration Certificate:

(a) is the vehicle owner,

(b) is not the vehicle owner,

(c) is not identified by the Regsistration Certificate as being the vehicle owner;

Back

The back shall bear at least the remaining data specified inpoint 2, point (e).

In accordance with point 2, point (g), individual national codes may be added to the preceding harmonised Union codes.

In detail, these data are:

Vehicle Data (in consideration of the notes in point 2, point (e))

(D.1) make,

(D.2) type (variant/version, where appropriate),

(D.3) commercial description(s),
(E) vehicle identification number,
(F) mass,
(F.1) max. technically permissible laden mass, except for motorcycles (kg),
(G) 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 (kg),
(H) period of validity, if not unlimited,
(J) vehicle category,
(J.1) bodywork,
(K) whole ~~vehicle~~ vehicle type-approval number (if available),
(P.1) displacement (cm3),
(P.2) nominal power (kW),
(P.3) type of fuel or power source,
(Q) power/weight ratio (in kW/kg) (only for motorcycles),
(S.1) number of seats, including driver's seat,
(S.2) number of standing places (where appropriate).
(V.7) CO2 (in g/km) or Specific CO2 emissions where indicated atentry 49.5 of the Certificate of Conformity of heavy-duty vehicles defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at entry 49.5 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation,
(V.9) indication of the exhaust emission level at entry 47 of part 2 of the Certificate of Conformity as defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at entry 47 of the individual approval certificate defined in Appendix 1 to Annex III to that Regulation,
(X) proof of having passed the roadworthiness test, date of next roadworthiness test or expiry of current certificate.
Optionally, additional data from point 2, point (f) (with the harmonised codes) and point 2, point (g) may be added on the back of the card.

(iii) Physical security features of the smart card

The threats to the physical security of documents are:

(7) Production of false cards: creating a new object which bears great resemblance to the document, either by making it from scratch or by copying an original document.

(8) Material alteration: changing a property of an original document, e.g. modifying some of the data printed on the document.

The material used for Part I of the Registration Certificate shall be made secure against forgery by using at least three of the following techniques:

— microprinting,
— guilloche printing*,
— iridescent printing,
— laser engraving,
— ultraviolet fluorescent ink,
— inks with viewing angle–dependent colour*,
— inks with temperature-dependent colour*,
— custom holograms*,
— variable laser images,

— optical variable images.

Member States are free to introduce additional security features. As a basis, the techniques indicated with an asterisk are to be preferred as they enable the law enforcement officers to check the validity of the card without any special means.

(i) *Data storage and protection*

Preceded by the harmonised common codes (where appropriate, in connection with the individual codes of the Member States according to point 2, point (g)), the following data shall or may be additionally stored on the card surface bearing the legible information as per point (a):

(a) Data as per point 2, points (d) and (e).

All data specified in point 2, points (d) and (e) shall be mandatorily stored on the card.

(ii) Other data as per point 2, point (f).

Moreover, the Member States are free to store more data as perpoint 2, point (f) to the necessary extent.

(iii) Other data as per point 2, point (g).

Optionally, additional information may be stored on the card.

The data from the points (i) and (ii) is stored in two corresponding files with transparent structure (see ISO/IEC 7816-4). The Member States may specify the storage of data from point (iii) according to their requirements.

There are no read restrictions on these files.

Write access to these files shall be restricted to the national competent authorities (and their authorised agencies) in the Member State issuing the smart card.

Write access is permitted only after an asymmetric authentication with session key exchange for protecting the session between the vehicle registration card and a security module (e.g. a security module card) of the national competent authorities (or their authorised agencies). Thereby card verifiable certificates according to ISO/IEC 7816-8 are exchanged before the authentication process. The card verifiable certificates contain the corresponding public keys to be retrieved and to be used in the following authentication process. These certificates are signed by the national competent authorities and contain an authorisation object (certificate holder authorisation) according to ISO/IEC 7816-9 in order to encode role specific authorisation to the card. This role authorisation is related to the national competent authority (e.g. to update a data field).

The corresponding public keys of the national competent authority are stored as trust anchor (root public key) in the card.

The specification of the files and commands needed for the authentication process and the writing process is under the responsibility of the Member States. The security assurance has to be approved by common criteria evaluation according to EAL4+. The augmentations are as follows: 1. AVA_MSU.3 Analysis and testing for insecure states; 2. AVA_VLA.4 Highly resistant.

(iv) Verification data for authenticity of registration data

The issuing authority calculates its electronic signature about the complete data of a file containing the data of the points (i) and (ii) and stores it in a related file. These signatures allow the authenticity of the stored data to be verified. The cards shall store the following data:

(1) electronic signature of registration data related to point (i),

(2) electronic signature of registration data related to point (ii).

For verification of these electronic signatures the card shall store:

PUBLIC

(3) certificates of the issuing authority calculating the signatures about the data of points (i) and (ii).

Electronic signatures and the certificates shall be readable without restriction. Write access to electronic signatures and certificates shall be restricted to the national competent authorities.

(j) *Interface*

External contacts should be used for interfacing. A combination of external contacts with a transponder is optional.

(k) *Storage capacity of the card*

The card shall have sufficient capacity to store the data mentioned inpoint (b).

(l) *Standards*

The chip card and reading devices used shall comply with the following standards:
ISO 7810: Standards for identification cards (plastic cards): Physical characteristics,
ISO 7816-1 and -2: Physical characteristics of chip cards, dimensions and location of contacts,
ISO 7816-3: Electrical characteristics of contacts, trans-mission protocols,
ISO 7816-4: Communication contents, chip card datastructure, safety architecture, access mechanisms,
ISO 7816-5: Structure of application identifiers, selection and execution of application identifiers, registration procedure for application identifiers (numbering system),
ISO 7816-6: Inter-industry data elements for interchange,
ISO 7816-8: Integrated circuit(s) cards with contacts - Security related inter-industry commands,
ISO 7816-9: Integrated circuit(s) cards with contacts - Enhanced inter-industry commands.

(m) *Technical Characteristics and Transmission Protocols*

The format shall be ID-1 (normal size, see ISO/IEC 7810).
The card shall support transmission protocol T=1 in compliance with ISO/IEC 7816-3. Additionally other transmission protocols may be supported, e.g. T=0, USB or contactless protocols.
For bit transmission the ‘direct convention’ shall be applied (see ISO/IEC 7816-3).

(a) Supply voltage, programming voltage

The card shall work with Vcc = 3V (+/0.3V) or with Vcc = 5V (+/0,5V). The card shall not require a programming voltage at pin C6.

(ii) Answer to reset

The Information Field Size Card byte shall be presented at the ATR in character TA3. This value shall be at least ‘80h’ (=128 bytes).

(iii) Protocol parameter selection

The support of Protocol parameter selection (PPS) according to ISO/IEC 7816-3 is mandatory. It is used for selecting T=1, if T=0 is additionally present in the card, and to negotiate the Fi/Di parameters for achieving higher transmission rates.

(iv) Transmission protocol T = 1

The support of chaining is mandatory.
The following simplifications are allowed:

(1) NAD Byte: not used (NAD should be set to ‘00’),

(2) S-Block ABORT: not used,

(3) S-Block VPP state error: not used.

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The information field size device (IFSD) shall be indicated from the IFD immediately after ATR, i.e. the IFD shall transmit the S-Block IFS Request after ATR and the card shall send back S-Block IFS. The recommended value for IFSD is 254 bytes.

(n) *Temperature range*

The registration certificate in smart card format shall properly function under all climatic conditions usually prevailing in the territories of the Union and at least in the temperature range specified in ISO 7810. The cards shall be capable of operating correctly in the humidity range 10% to 90%.

(o) *Physical lifetime*

If used in accordance with the environmental and electricity-related specifications, the card must function properly for a period of ten years. The material of the card must be chosen in such a way that this lifetime is ensured.

(p) *Electrical characteristics*

During operation, the cards shall conform to Regulation (EU) 2019/2144, of the European Council and of the Parliament[(2)] related to electromagnetic compatibility, and shall be protected against electrostatic discharges.

(q) *File structure*

Table 1 lists the mandatory elementary files (EF) of the application DF (see ISO/IEC 7816-4) DF.Registration. All these files have a transparent structure. The access requirements are described in point (b). The file sizes are specified by the Member States according their requirements.

Table 1

Filename	**File Identifier**	**Description**
EF.Registration_A	'D001'	Registration data according to the point 2, points (d) and (e)
EF.Signature_A	'E001'	Electronic Signature about complete data content of EF.Registration_A
EF.C.IA_A.DS	'C001'	X.509v3 Certificate of the issuing authority calculating the

(2) Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1, ELI: http://data.europa.eu/eli/reg/2019/2144/oj).

Filename	File Identifier	Description
		signatures for EF.Signature_A
EF.Registration_B	‘D011’	Registration data according topoint 2, point (f)
EF.Signature_B	‘E011’	Electronic Signature about complete data content of EF.Registration_B
EF.C.IA_B.DS	‘C011’	X.509v3 Certificate of the issuing authority calculating the signatures for EF.Signature_B

(r) *Data structure*

The stored certificates are in the X.509v3 format according to ISO/IEC 9594-8. The electronic signatures are stored transparently.

The registration data is stored as BER-TLV data objects (see ISO/IEC 7816-4) in the corresponding elementary files. The value fields are coded as ASCII character as defined by ISO/IEC 8824-1, the values ‘C0’-‘FF’ are defined by ISO/IEC 8859-1 (Latin1 character set), ISO/IEC 8859-7 (Greek character set) or ISO/IEC 8859-5 (Cyrillic character set). The format of dates is YYYYMMDD.

Table 2 lists the Tags identifying the data objects corresponding to the registration data of the point 2, points (d) and (e) together with additional data from point (a). Unless otherwise stated, the data objects listed in Table 2 are mandatory. Optional data objects may be omitted. The column of the Tag indicates the level of nesting.

Table 2

Tag	Tag	Tag	Tag	Description
‘78’				Compatible tag allocation authority, nesting object ‘4F’ (see ISO/IEC 7816-4 and ISO/IEC 7816-6)
	‘4F’			Application identifier (see ISO/IEC 7816-4)
‘71’				Inter-industry template (see ISO/IEC 7816-4 and ISO/IEC 7816-6) corresponding to mandatory data of the registration certificate Part 1, nesting all following objects
	‘80’			Version of Tag definition
	‘9F33’			Name of the Member State issuing the registration certificate Part 1
	‘9F34’			Another (e.g. previous national) designation of the equivalent document (optional)
	‘9F35’			Name of the competent authority
	‘9F36’			Name of the authority issuing the registration certificate (optional)

Tag	Tag	Tag	Tag	Description
	‘9F37’			Character set used: ‘00’: ISO/IEC 8859-1 (Latin1 character set) ‘01’: ISO/IEC 8859-5 (Cyrillic character set) ‘02’: ISO/IEC 8859-7 (Greek character set)
	‘9F38’			Unambiguous consecutive number of the document as used within the Member State
	‘81’			Registration number
	‘82’			Date of first registration
	‘A1’			Personal data, nesting objects ‘A2’ and ‘86’
		‘A2’		Holder of the registration certificate, nesting objects ‘83’, ‘84’ and ‘85’
			‘83’	Surname or business name
			‘84’	Other names or initials (optional)
			‘85’	Address in the Member State
		‘86’		‘00’: is the vehicle owner ‘01’: is not the vehicle owner ‘02’: is not identified as the vehicle owner
	‘A3’			Vehicle, nesting objects ‘87’, ‘88’ and ‘89’
		‘87’		Vehicle make
		‘88’		Vehicle type
		‘89’		Vehicle commercial descriptions
	‘8A’			Vehicle identification number
	‘A4’			Mass nesting ‘8B’
		‘8B’		Mass maximum technically permissible laden mass
	‘8C’			Mass of the vehicle in service with bodywork
	‘8D’			Period of validity
	‘8E’			Date of the registration to which this certificate refers
	‘8F’			Type approval number
	‘A5’			Engine, nesting objects ‘90’, ‘91’, and ‘92’
		‘90’		Engine capacity
		‘91’		Engine maximum net power
		‘92’		Engine type of fuel
	‘93’			Power weight ratio
				Seating capacity nesting objects ‘94’ and ‘95’
		‘94’		Number of seats
		‘95’		Number of standing places

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Table 3 lists the Tags identifying the data objects corresponding to the registration data of point 2, point (f). The data objects listed in Table 3 are optional.
Table 3

Tag	Tag	Tag	Tag	Description
'78'				Compatible tag allocation authority, nesting object '4F' (see ISO/IEC 7816-4 and ISO/IEC 7816-6)
	'4F'			Application Identifier (see ISO/IEC 7816-4)
'72'				Inter-industry template (see ISO/IEC 7816-4 and ISO/IEC 7816-6) corresponding to optional data of the registration certificate Part 1, Chapter II.6, nesting all following objects
	'80'			Version of Tag definition
	'A1'			Personal data nesting objects 'A7', 'A8' and 'A9'
		'A7'		Vehicle owner,

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Tag	Tag	Tag	Tag	Description
				nesting objects ‘83’, ‘84’ and ‘85’
			..	
		‘A8’		Second vehicle owner, nesting objects ‘83’, ‘84’ and ‘85’
			..	
		‘A9’		Person who may use the vehicle by virtue of legal right other than ownership nesting objects ‘83’, ‘84’, and ‘85’
			..	
	‘A4’			Mass, nesting ‘96’ and ‘97’
		‘96’		Maximum permissible laden mass of the vehicle in service
		‘97’		Maximum permissible laden mass of the whole vehicle in service
	‘98’			Vehicle category
	‘99’			Number of axles
	‘9A’			Wheelbase
	‘AD’			Distribution of the maximum permissible

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Tag	Tag	Tag	Tag	Description
				laden mass among the axles, nesting objects ‘9F1F’, ‘9F20’, ‘9F21’, ‘9F22’ and ‘9F23’
		‘9F1F’		Axle 1
		‘9F20’		Axle 2
		‘9F21’		Axle 3
		‘9F22’		Axle 4
		‘9F23’		Axle 5
	‘AE’			Technically permissible maximum towable mass of the trailer, nesting objects ‘9B’ and ‘9C’
		‘9B’		Braked
		‘9C’		Unbraked
	‘A5’			Engine, nesting objects ‘9D’ and ‘9E’
		‘9D’		Rated speed
		‘9E’		Engine identification number
	‘9F24’			Colour of the vehicle
	‘9F25’			Maximum speed
	‘AF’			Sound level, nesting objects ‘DF26’, ‘DF27’ and ‘DF28’
		‘9F26’		Stationary
		‘9F27’		Engine speed
		‘9F28’		Drive by

PUBLIC

Tag	Tag	Tag	Tag	Description
	‘B0’			Exhaust emissions, nesting objects ‘9F29’, ‘9F2A’, ‘9F2B’, ‘9F2C’, ‘9F2D’, ‘9F2E’, ‘9F2F’, ‘9F30’ and ‘9F31’
		‘9F29’		CO
		‘9F2A’		HC
		‘9F2B’		NO_X
		‘9F2C’		$HC+NO_X$
		‘9F2D’		Particulates of diesel
		‘9F2E’		Corrected absorption coefficient for diesel
		‘9F2F’		CO_2
		‘9F30’		Combined fuel consumption
		‘9F31’		Indication of the environmental category of EC type-approval
	‘9F32’			Fuel tanks capacity

Structure and format of the data according to point 2, point (g) are specified by the Member States.

(s) *Reading the registration data*

(a) Application Selection

The application ‘Vehicle Registration’ shall be selectable by a SELECT DF (by name, see ISO/IEC 7816-4) with its application identifier (AID). The AID value is requested from a laboratory selected by the European Commission.

(ii) Reading data from files

The files corresponding to point 2, points (d), (e) and (f) shall be selectable by SELECT (see ISO/IEC 7816-4) with the command parameters P1 set to ‘02’, P2 set to ‘04’ and the command data field containing the file identifier (see point (j), Table 1). The returned FCP template contains the file size which can be useful for reading these files.

These files shall be readable with READ BINARY (see ISO/IEC 7816-4) with an absent command data field and Le set to the length of the expected data, using a short Le.

(iii) Verification of data authenticity

To verify the authenticity of the stored registration data, the corresponding electronic signature may be verified. This means that besides the registration data also the corresponding electronic signature may be read from the registration card. The public key for signature verification can be retrieved by reading the corresponding issuing authority certificate from the registration card. Certificates contain the public key and the identity of the corresponding authority. The signature verification may be performed by another system than the registration card.

The Member States are free to retrieve the public keys and certificates for verifying the issuing authority certificate.

(t) *Special provisions*

Irrespective of the other provisions herein, the Member States, after notifying the European Commission, may add colours, marks or symbols. In addition, for certain data of point (b)(iii), the Member States may allow XML format and may allow access via TCP/IP.

Member States may, with the agreement of the European Commission, add other applications for which no harmonised rules or documents exist yet at EU level (e.g. roadworthiness certificate), on the vehicle registration card to realise additional vehicle related services.

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