

Approval and market surveillance of vehicles

In 2016, following work in previous years but also in response to the Volkswagen (VW) case, the European Commission made a proposal to strengthen type-approval and market surveillance for motor vehicles. First-reading negotiations with the Council delivered a compromise, which now awaits a vote during the April plenary.

Background

The automotive industry is a major player in the European economy, accounting for 6.4 % of gross domestic product and 2.5 million jobs in the European Union (EU). Road vehicles are currently approved under the 2007 Framework Directive on Type-approval of Motor Vehicles. In order to be approved, a vehicle type must be tested for about 70 requirements, regarding safety or emissions for instance. Approval of new vehicle types is granted by national type-approval authorities and is valid across the EU, based on the principle of mutual recognition. On the basis of the type-approval, every vehicle produced is accompanied by a certificate of conformity indicating that the vehicle corresponds to an approved type. In September 2015, the [VW case](#) highlighted weaknesses in the implementation of type-approval rules for motor vehicles in the European Union, in particular as regards standards on emissions. Based on the work of its Committee of Inquiry into Emission Measurements in the Automotive Sector ([EMIS](#)), the European Parliament adopted an [inquiry report](#) and a [recommendation](#) to the Council and the Commission in spring 2017.

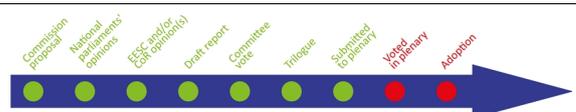
European Commission proposal

In January 2016, the Commission put forward a [proposal](#) for a regulation on the approval and market surveillance of motor vehicles. Although the proposal retains most elements from the current framework directive, it introduces substantial changes. It aims at ensuring effective enforcement and market surveillance (for instance by limiting the validity of type-approval certificates to five years without the possibility of prolongation, and by requiring market surveillance authorities to carry out spot-checks on cars in circulation); strengthening the quality of testing (for instance by reinforcing provisions related to approval authorities and to technical services that would no longer receive direct payments from manufacturers); and introducing EU oversight in the type-approval process (for instance by setting up a forum to exchange information on enforcement, and by granting the Commission powers to suspend technical services, reverse national approval authorities' measures, carry out spot-checks on vehicles, and impose administrative fines on manufacturers of up to €30 000 per non-compliant vehicle or system).

European Parliament position

The agreement ([recitals](#); [art. 1-41](#); [art. 42-89](#); [annexes](#)) reached with the Council during interinstitutional negotiations and endorsed by Parliament's Committee on Internal Market and Consumer Protection (IMCO) on 23 January 2018, introduces a number of changes to the proposal. These include: requiring national market surveillance authorities to check 1 in 40 000 vehicles registered in the country the previous year, with at least 20 % of tests to be emissions-related; requiring Member States to provide sufficient funds for market surveillance activities and to finance type-approval activities from fees levied on manufacturers; removing the proposed time limit on the validity of type-approval certificates; and empowering the Commission to carry out assessments of the procedures put in place by type-approval authorities in Member States.

First reading report: [2016/0014\(COD\)](#); Committee responsible: IMCO; Rapporteur: Daniel Dalton (ECR, United Kingdom). See also our '[EU Legislation in Progress briefing](#)' on the proposal.



EPRS | European Parliamentary Research Service

Author: Didier Bourguignon, Members' Research Service
PE 620.203 – April 2018

This document is prepared for, and addressed to, the Members and staff of the European Parliament as background material to assist them in their parliamentary work. The content of the document is the sole responsibility of its author(s) and any opinions expressed herein should not be taken to represent an official position of the Parliament. Reproduction and translation for non-commercial purposes are authorised, provided the source is acknowledged and the European Parliament is given prior notice and sent a copy. © European Union, 2018.

epres@ep.europa.eu (contact) <http://www.epres.ep.parl.union.eu> (intranet) <http://www.europarl.europa.eu/thinktank> (internet) <http://epthinktank.eu> (blog)

