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2009 - 2014

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*Committee on Industry, Research and Energy*

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**2012/0184(COD)**

26.4.2013

## **OPINION**

of the Committee on Industry, Research and Energy

for the Committee on Transport and Tourism

on the proposal for a regulation of the European Parliament and of the Council on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (COM(2012)0380 – C7-0186/2012 – 2012/0184(COD))

Rapporteur: Krišjānis Kariņš

PA\_Legam

## SHORT JUSTIFICATION

With increased mobility of persons across the European Union more harmonised legislation on roadworthiness inspections is necessary. It's needed not only for the purpose of increased road safety, but also in order to provide citizens with valid information regarding vehicles bought in a different Member State. With development of technology it is necessary to adapt legislation that includes vehicles that have not previously fallen under the scope of regulation.

The rapporteur proposes several improvements to the text.

First, the roadworthiness certificate and protocol of roadworthiness test have to be available online to the interested parties. These include the inspector who performs roadside inspection, the roadworthiness test centre in a Member State where the car has now been registered, or even the buyer of the car. Availability of odometer readings is critical to ensure that no tampering with the odometer has occurred.

Second, there already exists an information exchange mechanism between the Member States - EUCARIS. There is no need to set up new information exchange mechanism or explore the feasibility of a European electronic vehicle information platform. The Commission has to explore the possibilities of expanding the framework of EUCARIS instead. The rapporteur is of the opinion that this will be the more cost efficient solution, which can be implemented fastest.

And finally, the rapporteur considers penalties for odometer fraud as useless if the readings are available to the interested parties. Availability of odometer readings to interested parties will take away motivation to falsify it.

## AMENDMENTS

The Committee on Industry, Research and Energy calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following amendments in its report:

### **Amendment 1** **Proposal for a regulation**

#### **Recital 7**

*Text proposed by the Commission*

(7) Solid investigation results show that 8% of the accidents involving motorcycles are caused or linked to technical defects. Motorcycle riders are the group of road users with the highest safety risk, with rising trend in the number of fatalities.  
***Moped drivers are overrepresented in the***

*Amendment*

(7) Solid investigation results show that 8% of the accidents involving motorcycles are caused or linked to technical defects. Motorcycle riders are the group of road users with the highest safety risk, with rising trend in the number of fatalities. The scope of vehicles to be tested shall

**number of fatalities, with more than 1,400 drivers killed on the roads in 2008.** The scope of vehicles to be tested shall therefore be extended to the highest risk group of road users, the powered two- or three-wheel vehicles.

therefore be extended to the highest risk group of road users, the powered two- or three-wheel vehicles. ***Mopeds, although overrepresented in the number of fatal accidents, should not be included given that such a wide scope of periodic roadworthiness tests would be impractical and would go against the principle of proportionality.***

#### *Justification*

*To include mopeds would be impractical. For example, a moped driver in a rural area, would have to travel a long distance on major roads to reach the place of the periodic roadworthiness test. In doing so, the driver would expose him- or herself and others to an unnecessary risk.*

### **Amendment 2 Proposal for a regulation Recital 8**

#### *Text proposed by the Commission*

(8) Agricultural vehicles with a maximum design speed exceeding 40 km/h are more and more used to replace trucks in local transport activities. Their risk potential is comparable to that of trucks and therefore this vehicle category should be treated in the same way as trucks regarding roadworthiness testing.

#### *Amendment*

(8) Agricultural vehicles with a maximum design speed exceeding 40 km/h are more and more used to replace trucks in local transport activities, ***and thus compete with traditional modes of transport of goods.*** Their risk potential is comparable to that of trucks and therefore this vehicle category should be treated in the same way as trucks regarding roadworthiness testing.

#### *Justification*

*As vehicles of T5 category increasingly participate at the road traffic, they should be subject to full roadworthiness inspection.*

### **Amendment 3 Proposal for a regulation**

#### **Recital 9**

#### *Text proposed by the Commission*

(9) Vehicles of historic interest are

#### *Amendment*

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supposed to conserve heritage of the époque they have been built **and considered to be hardly used on public roads**, it should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles. It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

supposed to conserve heritage of the époque they have been built. **They are a cultural asset and are not regularly used as everyday vehicles.** It should be left to Member States to extend the period of periodic roadworthiness testing for such vehicles. **This right must not, however, lead to the application of stricter standards than that which originally applied to the vehicle.** It should also be for Member States to regulate roadworthiness testing of other types of specialised vehicles.

#### *Justification*

*Vehicles of historic interest are a cultural asset and are not regularly used as everyday vehicles. Different rules must therefore apply to them.*

#### **Amendment 4 Proposal for a regulation**

##### **Recital 10**

###### *Text proposed by the Commission*

(10) Roadworthiness testing is a sovereign activity and should therefore be done by the Member States or by entrusted bodies under their supervision. Member States should remain responsible for roadworthiness testing in any cases even if the national system allows for authorisation of private bodies, including those involved in performing repairs.

###### *Amendment*

(10) Roadworthiness testing is a sovereign activity and should therefore be done by the Member States or by entrusted bodies under their supervision. Member States should remain responsible for **organising** roadworthiness testing in any cases even if the national system allows for authorisation of private bodies, including those involved in performing repairs.

#### **Amendment 5 Proposal for a regulation Recital 11**

###### *Text proposed by the Commission*

(11) For the inspection of vehicles and especially for their electronic safety components it is crucial to have access to the technical specifications of each single

###### *Amendment*

(11) For the inspection of vehicles and especially for their electronic safety components it is crucial to have access to the technical specifications of each single

vehicle. Therefore vehicle manufacturers should not only provide the complete set of data as covered by the certificate of conformity (CoC) but also the access to data necessary for verification of the functionality of safety and environmental related **components**. The provisions related to access to repair and maintenance information should be applied similarly for this purpose, allowing inspection centres to have access to those information-elements necessary for roadworthiness testing. This is of crucial importance especially in the field of electronic controlled systems and should cover all elements that have been installed by the manufacturer.

vehicle. Therefore vehicle manufacturers should not only provide the complete set of data as covered by the certificate of conformity (CoC) but also the access to data necessary for verification of the functionality of safety and environmental related **systems**. ***The data should include the details that allow the functionality of the vehicle safety systems to be controlled in a way that allows them to be tested in a periodic roadworthiness test environment to create a predictable pass or fail assessment.*** The provisions related to access to repair and maintenance information should be applied similarly for this purpose, allowing inspection centres to have access to those information-elements necessary for roadworthiness testing. This is of crucial importance especially in the field of electronic controlled systems and should cover all elements that have been installed by the manufacturer.

## **Amendment 6 Proposal for a regulation**

### **Recital 17**

*Text proposed by the Commission*

(17) Frequency of tests should be adapted according to the type of vehicle ***and to their mileage***. Vehicles are more likely to present technical deficiencies when they reach a certain age ***and, in particular when intensively used, after a certain mileage***. It is therefore appropriate to ***increase the test frequency for older vehicles and for vehicles with high mileage***.

## **Amendment 7 Proposal for a regulation**

### **Recital 22**

*Amendment*

(17) Frequency of tests should be adapted according to the type of vehicle. Vehicles are more likely to present technical deficiencies when they reach a certain age. It is therefore appropriate to ***test older vehicles at regular intervals***.

*Text proposed by the Commission*

(22) A roadworthiness certificate should be issued after each test, including inter alia information related to the identity of the vehicle and information on the results of the test. With a view to ensure a proper follow-up of roadworthiness tests, Member States should collect and keep such information in a database.

*Amendment*

(22) A roadworthiness certificate should be issued after each test, including inter alia information related to the identity of the vehicle and information on the results of the test. With a view to ensure a proper follow-up of roadworthiness tests, Member States should collect and keep such information in a database. ***If possible also an electronic version of a roadworthiness certificate should be made available to the interested parties, but respecting the protection of personal data.***

**Amendment 8  
Proposal for a regulation**

**Recital 23**

*Text proposed by the Commission*

(23) Odometer fraud is considered to affect between 5% and 12% of used cars sales, resulting in a very important cost to society of several billions Euros yearly and in an incorrect evaluation of a roadworthiness condition of a vehicle. With a view to combat odometer fraud, the recording of mileage ***in the roadworthiness certificate combined with the obligation to present the certificate of the previous test*** would facilitate the detection of tampering or manipulation of the odometer. ***Odometer fraud should also be more systematically considered as an offence liable to a penalty.***

*Amendment*

(23) Odometer fraud is considered to affect between 5% and 12% of used cars sales, ***within a single country, while the figure is far higher in the case of cross-border sales***, resulting in a very important cost to society of several billions Euros yearly and in an incorrect evaluation of a roadworthiness condition of a vehicle. With a view to combat odometer fraud, the recording of mileage ***and availability of these recordings to interested parties throughout the Union*** would facilitate the detection of tampering or manipulation of the odometer. ***Member States may monitor the accuracy of mileage readings throughout the lifetime of a vehicle by means of central databases containing information on all mileage readings registered with various parties (dealers, repair services, testing centres). Member States should make readings of odometer available via exchange of information electronically, but respecting the***

*protection of personal data;*

**Amendment 9**  
**Proposal for a regulation**

**Recital 25**

*Text proposed by the Commission*

(25) Roadworthiness testing is part of a wider regulatory scheme, governing vehicles throughout their lifetime from approval via registrations, inspections until scrapping. The development and interconnection of national and manufacturers' electronic vehicle databases should in principle contribute to improve the efficiency of the whole vehicle administrative chain and reduce costs and administrative burdens. The Commission should therefore carry out a study on the feasibility, costs and benefits of setting-up a European electronic vehicle information platform *for this* purpose.

*Amendment*

(25) Roadworthiness testing is part of a wider regulatory scheme, governing vehicles throughout their lifetime from approval via registrations, inspections until scrapping. The development and interconnection of national and manufacturers' electronic vehicle databases should in principle contribute to improve the efficiency of the whole vehicle administrative chain and reduce costs and administrative burdens. The Commission should therefore carry out a study on the feasibility, costs and benefits of setting-up a European electronic vehicle information platform *as well as the possibilities of broadening the functionality of existing information exchange systems, with purpose to include in the platform sharing of odometer readings and to explore the possibilities to broaden information sharing even further.*

**Amendment 10**  
**Proposal for a regulation**

**Article 2 – paragraph 1 – indent 7**

*Text proposed by the Commission*

– two- or three-wheel vehicles – vehicle categories **L1e, L2e**, L3e, L4e, L5e, L6e and L7e,

*Amendment*

– two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e, L6e and L7e,

*Justification*

*To include mopeds would be impractical. For example, a moped driver in a rural area, would have to travel a long distance on major roads to reach the place of the periodic*



*roadworthiness test. In doing so, the driver would expose him- or herself and others to an unnecessary risk. In addition, this would lead to an unnecessary administrative burden.*

**Amendment 11**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 7 – indent 2**

*Text proposed by the Commission*

– It is maintained by use of replacement parts which reproduce the historic components of the vehicle;

*Amendment*

– It is maintained ***or restored*** by use of replacement parts which reproduce the historic components of the vehicle ***or which are contemporaneous***;

*Justification*

*Vehicles of historic interest are a cultural asset. The requirements for the definition must therefore be clear, too. Only vehicles in a sufficiently original condition are genuinely historic vehicles. The definition in this Regulation is the first definition of historic vehicles in EU legislation. As it may be a blueprint for further legislation, it must be particularly clear.*

**Amendment 12**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 7 – indent 3**

*Text proposed by the Commission*

***It has not sustained any change in*** the technical characteristics of its main components such as engine, brakes, steering or suspension ***and***

*Amendment*

– The technical characteristics of its main components such as engine, brakes, steering, ***vehicle type*** or suspension ***are unchanged or are contemporaneous***,

**Amendment 13**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 7 – indent 4**

*Text proposed by the Commission*

– ***It has not been changed in its*** appearance;

*Amendment*

– ***Its external appearance is unchanged or contemporaneous***;

**Amendment 14**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 7 – indent 4 a (new)**

*Text proposed by the Commission*

*Amendment*

**- Changes are contemporaneous if, legally and technically, they were possible no later than 10 years after the vehicle was manufactured,**

**Amendment 15**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 9**

*Text proposed by the Commission*

*Amendment*

(9) 'roadworthiness test' means a verification that ***the parts and components of a vehicle comply with*** its safety and environmental characteristics ***in force at the time of approval, first registration or entry into service, as well as at the time of retrofitting;***

(9) 'roadworthiness test' means a verification that ***a vehicle displays the required functionality for use on public roads in terms of*** its safety and environmental characteristics;

*Justification*

*The definition should be better tailored to testing the proper functioning of a vehicle's safety and environmental systems.*

**Amendment 16**  
**Proposal for a regulation**

**Article 3 – paragraph 1 – point 16 a (new)**

*Text proposed by the Commission*

*Amendment*

**(16a) 'mileage database' means a database established by the Member State in which the mileages of vehicles registered in the Member State are stored.**

**Amendment 17**  
**Proposal for a regulation**

**Article 4 – paragraph 3**

*Text proposed by the Commission*

3. Vehicle manufacturers shall provide the testing centres or, when relevant, the competent authority, with access to the technical information necessary for roadworthiness testing, as set out in Annex I. The Commission shall adopt detailed rules concerning the procedures on access to the technical information set out in Annex I in accordance with the examination procedure referred to in Article 16(2).

*Amendment*

3. Vehicle manufacturers shall provide the testing centres or, when relevant, the competent authority, **as well as workshops and manufacturers of testing equipment and all stakeholders** with **non-discriminatory** access to the technical information necessary for roadworthiness testing, as set out in Annex I. The Commission shall adopt detailed rules concerning the procedures on access to the technical information set out in Annex I in accordance with the examination procedure referred to in Article 16(2).

*Justification*

*Access to information is extremely important for periodic roadworthiness tests. Non-discriminatory access should be possible for all stakeholders, as provided for in the OBD legislation. This must be guaranteed in order to ensure fair competition.*

**Amendment 18**  
**Proposal for a regulation**

**Article 5 – paragraph 1 – indent 1**

*Text proposed by the Commission*

– Vehicles of categories **L1e, L2e**, L3e, L4e, L5e, L6e and L7e: four years after the date on which the vehicle was first registered, **then two years and thereafter annually**;

*Amendment*

– Vehicles of categories L3e, L4e, L5e, L6e and L7e: four years after the date on which the vehicle was first registered, **and thereafter every two years**;

*Justification*

*The frequency of motorcycle testing should also be assessed in the light of the financial and administrative burden on motorcycle holders. The subsidiarity principle applies, as the proposal does not fall under the exclusive competence of the Union. It should continue to be for the Member States to decide whether to impose compulsory regular roadworthiness testing on small motorcycles and scooters with a maximum speed of up to 45 km/h.*

**Amendment 19**  
**Proposal for a regulation**

**Article 5 – paragraph 1 – indent 2**

*Text proposed by the Commission*

*Amendment*

– Vehicles of category M1, N1 and O2:  
four years after the date on which the  
vehicle was first registered, **then two years**  
and thereafter **annually**;

– Vehicles of category M1, N1 and O2:  
four years after the date on which the  
vehicle was first registered, and thereafter  
**every two years**;

*Justification*

*In line with the subsidiarity and proportionality principles, it should be left to the individual Member States to decide whether vehicles of categories M1, N1 and O2 should undergo more frequent roadworthiness testing.*

**Amendment 20**  
**Proposal for a regulation**

**Article 5 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

**2. In the case where a vehicle of  
categories M1 or N1 reaches a mileage of  
160 000 km on the first roadworthiness  
test after the vehicle was first registered, it  
shall be subject to a roadworthiness test  
thereafter annually.**

**deleted**

*Justification*

*Given that the average mileage of modern M1 and N1 vehicles is increasing with no significant worsening of the safety and environmental performance, and in view of the technical ways in which odometers can be manipulated, the test frequency should not be linked to mileage.*

**Amendment 21**  
**Proposal for a regulation**

**Article 5 – paragraph 4 – indent 3**

*Text proposed by the Commission*

*Amendment*

**– in case of a change of the holder of the registration certificate of a vehicle.**

**deleted**

**Amendment 22  
Proposal for a regulation**

**Article 5 – paragraph 4 – indent 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**– following a roadside inspection.**

**Amendment 23  
Proposal for a regulation**

**Article 6 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items **and using the method applicable to the testing of those items**, as set out in Annex II, point 3.

2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items set out in Annex II, point 3. **The aim shall be exclusively to test the functioning of the vehicle. Objections may be raised about components and replacement parts which are not approved for the vehicle in question and which noticeably impair its safety and/or environmental characteristics. The testing methods applicable to these items set out in Annex II, point 3 shall be used.**

*Justification*

*Periodic roadworthiness tests examine the functioning of replacement parts and not usually their type approval. This is not even possible, given that some replacement parts are fitted in the vehicle in such a way that it is not possible to check them. Only when the safety and environmental characteristics of a vehicle are noticeably impaired as a result of the fitting of parts which have not been approved for the model in question may fault be found. The free supply of replacement parts must not be indirectly impaired as a result of this.*

**Amendment 24**  
**Proposal for a regulation**

**Article 8 – paragraph 4**

*Text proposed by the Commission*

4. For the purposes of checking the odometer reading, and where *this* information *was not communicated* electronically *following the previous roadworthiness test*, the inspector shall require the person presenting the vehicle to the test to show the certificate issued following the previous roadworthiness test.

*Amendment*

4. For the purposes of checking the odometer reading, and where *normally fitted, the* information *of the previous roadworthiness test shall be made available to the inspector* electronically. *Until electronic transfer of information is established*, the inspector shall require the person presenting the vehicle to the test to show the certificate issued following the previous roadworthiness test. *The odometer reading taken during the last roadworthiness test shall be made electronically available to the interested parties. This information may not contain personal data.*

**Amendment 25**  
**Proposal for a regulation**  
**Article 8 – paragraph 5 a (new)**

*Text proposed by the Commission*

*Amendment*

*5 a. Roadworthiness certificates shall be mutually recognised by all Member States for the purpose of re-registration of a vehicle transferred from one Member State to another, provided the certificate is valid within the frequency of the re-registering Member State.*

*Justification*

*Recognition of roadworthiness certificates of every Member State in all other Member States is important step for the completion of internal market.*

**Amendment 26**  
**Proposal for a regulation**

**Article 8 – paragraph 5 b (new)**

*Text proposed by the Commission*

*Amendment*

***5b. Roadworthiness certificates shall be mutually recognised by all Member States for the purpose of re-registration of a vehicle transferred from one Member State to another, provided the certificate meets the requirements of the re-registering Member State regarding the frequency of testing. This is based on tests in all Member States requiring the same standards.***

*Justification*

*Mutual recognition is also useful for re-registrations and cross-border sales. Comparable standards must be applied in all EU Member States for this to work. This is based on tests in all Member States requiring the same standards.*

**Amendment 27  
Proposal for a regulation**

**Article 8 – paragraph 5 c (new)**

*Text proposed by the Commission*

*Amendment*

***5c. The inspection centre – or, if relevant, the competent authority – which has performed a technical inspection on a vehicle shall, after each technical inspection, communicate the mileage reading to the mileage database, if applicable.***

**Amendment 28  
Proposal for a regulation**

**Article 12 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. Roadworthiness tests shall be carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex VI.

1. Roadworthiness tests shall be carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex VI. ***Member States***

***applying more stringent requirements shall be allowed to maintain these.***

*Justification*

*Qualification requirements are applied to inspectors for the first time. EU Member States applying higher standards should be able to maintain these.*

**Amendment 29  
Proposal for a regulation**

**Article 12 – paragraph 1a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. Member States shall promote adequate training for inspectors in line with the qualification requirements.***

*Justification*

*In line with the qualification requirements, Member States should promote adequate training.*

**Amendment 30  
Proposal for a regulation**

**Article 12 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

4. When carrying out a roadworthiness test, the inspector shall be free of any conflict of interests, in particular as regards economic, personal or family links with the holder of the registration certificate of the vehicle subject to testing.

4. When carrying out a roadworthiness test, the inspector shall be free of any conflict of interests, in particular as regards economic, personal or family links with the holder of the registration certificate of the vehicle subject to testing. ***This requires relevant certification standards, using the applicable ISO Standard, for example.***

*Justification*

*In order to guarantee comparability and the independence of the periodic roadworthiness tests, Member States should agree to use the same certification standards, e.g. the relevant ISO Standard.*



**Amendment 31**  
**Proposal for a regulation**  
**Article 15 – paragraph 1**

*Text proposed by the Commission*

The Commission shall examine ***the feasibility, costs and benefits of the establishment of*** an electronic vehicle information platform with a view to exchange information on data related to roadworthiness testing between the competent authorities of Member States responsible for testing, registration and vehicle approval, the testing centres and the vehicle manufacturers.

*Amendment*

The Commission shall examine ***what is the most efficient and effective way of establishing*** an electronic vehicle information platform ***by taking advantage of existing and already implemented IT solutions with regard to international data exchange so as to minimize costs and to avoid duplications. The examination shall consider the most appropriate way to link the existing national systems*** with a view to exchange information on data related to roadworthiness testing ***and odometer readings*** between the competent authorities of Member States responsible for testing, registration and vehicle approval, the testing centres, ***the test equipment manufacturers*** and the vehicle manufacturers. ***The aim of this shall be to provide all stakeholders with non-discriminatory access to vehicle information.***

*Justification*

*Access to information is extremely important for periodic roadworthiness tests. Non-discriminatory access should be possible for all stakeholders, as provided for in the OBD legislation.*

**Amendment 32**  
**Proposal for a regulation**  
**Article 15 – paragraph 2**

*Text proposed by the Commission*

It shall, on the basis of that examination, put forward ***and evaluate different policy options, including the possibility to*** remove the requirement of a proof of test as provided for in Article 10. Within two years after the date of application of this

*Amendment*

It shall, on the basis of that examination, put forward ***proposals for increased interoperability and standardisation of electronic documents and*** remove the requirement of a proof of test as provided for in Article 10 ***and the establishment of***

Regulation, the Commission shall *report* to the European Parliament and to the Council *on the results of the examination, and accompany it with a legislative proposal, if appropriate.*

*a system for exchanging information about mileage readings between Member States in the event of cross-border sales.* Within two years after the date of application of this Regulation, the Commission shall *provide for an adequate legislative proposal* to the European Parliament and to the Council.

**Amendment 33**  
**Proposal for a regulation**

**Article 18 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

2. The delegation of power referred to in Article 17 shall be conferred for *an indeterminate* period of *time* from [the date of entry into force of this Regulation].

2. The delegation of power referred to in Article 17 shall be conferred for *a* period of *five years* from [the date of entry into force of this Regulation]. *The Commission shall present a report on the delegation of power no later than nine months before the end of that five-year period. The delegation of power shall be tacitly extended for periods of identical duration unless the European Parliament or Council opposes such an extension not later than 3 months before the end of each period.*

**Amendment 34**  
**Proposal for a regulation**

**Article 18 – paragraph 5 a (new)**

*Text proposed by the Commission*

*Amendment*

*5a. The Commission shall regularly inform the European Parliament about the implementation of the Regulation and its impact on the internal market and industrial production in the Union.*

*Justification*

*This is a sensitive industry for the European economy and therefore increased transparency and review are essential.*

**Amendment 35**  
**Proposal for a regulation**  
**Article 19 – paragraph 2**

*Text proposed by the Commission*

*Amendment*

***2. Each Member State shall take the necessary measures to ensure that the manipulation or tampering of an odometer is regarded as an offence and is punishable by effective, proportionate, dissuasive and non-discriminatory penalties.***

***deleted***

*Justification*

*Penalties will not stop falsifications of odometer readings. Availability of information on latest odometer reading might do that without imposing penalties or fines.*

## PROCEDURE

<b>Title</b>	Periodic roadworthiness tests for motor vehicles and their trailers
<b>References</b>	COM(2012)0380 – C7-0186/2012 – 2012/0184(COD)
<b>Committee responsible</b> Date announced in plenary	TRAN 11.9.2012
<b>Opinion by</b> Date announced in plenary	ITRE 11.9.2012
<b>Rapporteur</b> Date appointed	Krišjānis Kariņš 25.10.2012
<b>Discussed in committee</b>	18.3.2013
<b>Date adopted</b>	25.4.2013
<b>Result of final vote</b>	+: 42 -: 4 0: 3
<b>Members present for the final vote</b>	Jean-Pierre Audy, Zigmantas Balčytis, Ivo Belet, Bendt Bendtsen, Fabrizio Bertot, Jan Březina, Reinhard Bütikofer, Maria Da Graça Carvalho, Giles Chichester, Jürgen Creutzmann, Pilar del Castillo Vera, Vicky Ford, Gaston Franco, Adam Gierek, Norbert Glante, Robert Goebbels, Fiona Hall, Jacky Hénin, Edit Herczog, Romana Jordan, Krišjānis Kariņš, Philippe Lamberts, Judith A. Merkies, Angelika Niebler, Jaroslav Paška, Aldo Patriciello, Vittorio Prodi, Teresa Riera Madurell, Michèle Rivasi, Jens Rohde, Paul Rübig, Amalia Sartori, Salvador Sedó i Alabart, Konrad Szymański, Britta Thomsen, Evžen Tošenovský, Catherine Trautmann, Ioannis A. Tsoukalas, Claude Turmes, Marita Ulvskog, Adina-Ioana Vălean, Kathleen Van Brempt, Alejo Vidal-Quadras
<b>Substitute(s) present for the final vote</b>	Elisabetta Gardini, Jolanta Emilia Hibner, Bernd Lange, Vladimír Remek, Algirdas Saudargas, Silvia-Adriana Țicău