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NOTE

From:	General Secretariat of the Council
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Subject:	Roadworthiness Package: 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 - General approach

I. INTRODUCTION

1. On 24 April 2025, the Commission presented two legislative proposals to revise the 'Roadworthiness Package' of 2014. One proposal amends the Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers (PTI) and the Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles (RSI), the other proposal replaces Directive 1999/37/EC on the registration documents for vehicles.

2. While both proposals have the general objective to further improve road safety in the EU, contributing to sustainable mobility and facilitating the free movement of people and goods in the EU, the proposal on the registration documents for vehicles and vehicle registration data lays down common rules on:

   (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.

II. WORK AT OTHER INSTITUTIONS

3. The European Parliament designated the Committee on Transport and Tourism (TRAN) as the committee responsible for this proposal, and Mr. Johan DANIELSSON (S&D, SE) was appointed as the rapporteur on 7 July 2025.

4. The European Economic and Social Committee adopted an opinion on 18 September 2025. The European Committee of the Regions decided not to issue an opinion.

III. WORK WITHIN THE COUNCIL AND ITS PREPARATORY BODIES

5. The Working Party on Land Transport started to work on the proposal on 30 April 2025 under the Polish Presidency with a general presentation of the proposal and its impact assessment.

6. In their initial comments, delegations welcomed the Commission's proposal as a step forward in modernising rules as regards the registration of vehicle data, improving road safety and efficiency in data exchange and in improving digitalisation in the transport sector and raised various technical questions on several aspects of the proposal.

7. Under the Polish Presidency, the Council held an exchange of views on the roadworthiness package on 5 June 2025. Ministers welcomed the overhaul of the current Directives and the ambition to move toward more harmonisation, digitalisation and modernisation. In their interventions, several Ministers also underlined the need for feasible implementation deadlines and to keep costs and administrative burden to a minimum.

8. The Danish Presidency conducted the detailed examination of the proposal in the Working Party between July and November 2025. Based on the comments provided by delegations at the Working Party meetings and in the form of written comments, the Presidency prepared five compromise texts which proposed a large number of technical solutions and clarifications to the Commission proposal. The main changes introduced by the Presidency are the following:

   a) Data recorded in the vehicle registers (Article 6): There was general agreement on the need to develop a minimum set of data that should be recorded in national vehicle registers as it would enable efficient and consistent exchange of data between EU Member States. However, delegations expressed concerns that several data fields would require significant structural changes in their national vehicle registers, especially concerning data regarding civil ownership of vehicles. In order to address Member States' concerns, the Presidency introduced changes that limit the data requirements. In addition, the provision now provides for greater flexibility for Member States to comply with data recording obligations.

b) Temporary de-registration (New article 8a): With the main aim to combat fraud more efficiently and improve the traceability of abandoned vehicles, a new Article 8a on 'Temporary de-registration' has been inserted. It defines measures that aim to ensure that those Member States, who allow for the possibility to temporarily de-register vehicles, take adequate measures to record the whereabouts of the vehicle until it is re-registered or there is a cancellation of the registration of the vehicle. The Presidency believes that the current wording allows for a high degree of flexibility and that the measures can therefore be more easily integrated into the different vehicle registry systems in place across the EU Member States.

c) Mutual recognition (Article 9): The Presidency has added a new paragraph 3, which clarifies the measures which apply to the re-registration of a vehicle, which was not granted an EU type-approval or an EU individual approval previously. In those cases, Member States may decide that mutual recognition should not apply. The Presidency considers that this provision, which was added at the request of Member States, contributes to ensure compliance with national safety and environmental standards.

d) Exchange of data (Article 15): Delegations in general supported the objective to improve cross-border interoperability and real-time data exchange between national vehicle registration authorities. However, a large number of Member States did not agree that such exchange should build solely on the MOVE-HUB system, developed by the Commission. For these reasons the Presidency has included a new paragraph in Article 15 which allows Member States to use their own applications or third- party applications, including EUCARIS, to exchange data and to connect to the MOVE-HUB electronic system.

e) Transposition (Article 17): Bearing in mind the ambitious and complex nature of the requirements introduced by the proposed revision, several Member States requested the prolongation of the transposition period, which has been extended to three years. The dates by which Member States have to comply with some of the operational provisions, notably referred to in Articles 3, 10 and 10a, have been extended to five years to ensure a reasonably long timeframe for their implementation.

f) Annexes: A number of technical modifications have been included in the annexes which aim to clarify its components and structure. Annex III has been deleted as a separate annex and its parts has been transferred to Article 5 of the proposal.

9. At the Working Party on 13 November 2025, delegations generally supported the Presidency compromise[1] in view of a general approach, while some requested further clarifications or asked for additional changes in some of the Articles.

10. At its meeting on 21 November, the Permanent Representatives Committee endorsed the compromise presented in the annex and in addendum 1 and addendum 2 to this note.

IV. CONCLUSIONS

11. In light of the above, the Council (Transport, Telecommunications and Energy) is invited to agree on a general approach at its meeting on 4 December 2025.

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[1] 12452/4/25 REV 4 + ADD 1 + ADD 1.

ANNEX

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

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[2],

Having regard to the opinion of the Committee of the Regions[3],

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.

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[2] OJ C [...], [...], p. [...]

[3] OJ C [...], [...], p. [...]

(2) Council Directive 1999/37/EC[4] 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.

(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.

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[4] 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).

(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 + 5 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[5]. 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.

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[5] 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).

(10) Any processing of personal data for the implementation of this Direcive should comply with the data protection framework of the Union, in particular Regulation (EU) 2016/679. Any personal data 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 and the information hereof should be included in the vehicle register. This includes cases where there is a change of vehicle category or emission levels, for example following the installation of a particle filter or when a vehicle is converted to run on an alternative fuel or a change to the driving system. In the case that such significant modifications would result in a new registration in accordance with the national regulation in the respective Member State, Member States should not be required to record information on significant modifications of the vehicle in the vehicle register.

(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.

(11b) The permanent cancellation of a Member State's authorisation for a vehicle to be used in road traffic should not be understood as preventing the vehicle from being subject to a new registration and issued a new registration certificate, provided that the vehicle complies with the applicable rules for registration and that the vehicle has not been treated as an end-of-life vehicle.

(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[6], the registration of that vehicle should be cancelled permanently and that information added to the electronic register.

(12a) Where a Member State allows for the temporary de-registration of a vehicle for a limited period of time at the request of the holder of the registration certificate, the vehicle in concern should remain recorded in the vehicle register. However, the vehicle should not be authorised to be used in road traffic during the period of temporary de-registration. Member States allowing for temporary de-registration of vehicles should set out adequate measures to ensure that the whereabouts of vehicles that are temporarily de-registered are known such as setting a maximum period of duration of temporary de-registration, ensuring that any renewals of temporary de-registration are granted only for a limited period or obliging the owner to report on the whereabouts within specified intervals of time during the period that the vehicle is temporaily de-registered. Member States may also record information on changes of ownership of temporary de-registrered vehicles in the vehicle register. Member States should ensure that vehicles are compliant with the applicable rules for registration and that the vehicle has not been treated as an end-of-life vehicle prior to re-registration.

(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.

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[6] 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)

(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, for the purpose of re-registration of a vehicle, 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 accordance with the provisions in Regulation (EU) 2018/858, Regulation (EU) No 167/2013 and Regulation (EU) No 168/2013. Member States can in their national legislation determine the requirements that vehicles with a national approval from another Member State should comply with before it can be re-registrered; this could be a roadworthiness test or an approval process. The requirements that Member States set should be in accordance with the 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 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[7]. 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.

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

(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 of the European Parliament and of the Council[8]; 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[9].

(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.

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[8] 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).

[9] 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).

(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. The purpose is to exchange 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.

(20a) In duly justified cases and for reasons of public order or public security, the Member States might exempt from the exchange of data specific type of vehicles, such as vehicles used by armed forces, forces responsible for law and order, fire services, civil protection service and emergency or rescue services vehicles, or specific categories of data related to those vehicles.

(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 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.

(22a) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on 26 June 2025.

(23) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[10], 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:

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

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.

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[11], and any vehicle referred to in Article 4 of Regulation (EU) No 168/2013 of the European Parliament and of the Council[12];

(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;

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11 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).

12 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).

(3) ‘registration certificate’ means the document, issued by the competent authority of a Member State, in a physical format, a digital format, or both, which certifies that the vehicle is registered in 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, in particular, in accordance with Article 9 of Directive 2014/45/EU 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, granted upon request of the holder of the registration certificate, during which a vehicle is not authorised by a Member State to be used in road traffic, but it remains registered in the vehicle register and may be authorised to be used again without involving a new registration;

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

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], 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 + 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.
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 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. This is without prejudice to the right of Member States to set a national administrative fee under national law for the registration procedure.
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 the validity of 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. 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. By [entry into force + 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 validity verification features 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).

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

   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[13] 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, where available, on the owner of the vehicle;

   (e) deleted;

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

   (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;

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[13] 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).

(ii) has been re-registered in a different Member State, upon confirmation by the new Member State of registration;

(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;

(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).

3. Where a vehicle is registered in a Member States' vehicle register prior to the implementation of this Directive, Member States may limit the data recorded in the vehicle register to the required data that is available.

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.

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

1. Member States that provide for a possibility of temporary de-registration of vehicles in their national legislation shall adopt adequate measures that ensure that the whereabouts of the vehicle are known until the vehicle is re-registered or the registration is cancelled, such as an obligation for the owner of a de-registered vehicle to report on changes of ownership to the competent authority during the period which the vehicle is temporarily de-registered. This information on change of ownership may be recorded in the vehicle register.

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 + 1 day].
3. In accordance with the provisions of Regulation (EU) 2018/858, Regulation (EU) No 167/2013 and Regulation (EU) No 168/2013, Member States may decide that mutual recognition of registration certificates, provided in paragraphs 1 and 2, does not apply for the purpose of re-registration of vehicles which have not been granted an EU type approval or an EU individual approval.

Article 10

Identification of vehicles

Until [date of entry into force + 5 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] 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, or both parts are 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 there are no obstacles to register the vehicle in another Member State.
2. From [entry into force + 5 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 a Member State receives notification of re-registration in another Member State the competent authorities of this Member State shall cancel the registration.

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.

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) 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;

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 regarding the result 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.

   In duly justified cases, Member States may exempt from the data exchange specific types of vehicles or specific data points related to those vehicle for reasons of public order or public security.

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. The obligation laid down in paragraph 2 shall be considered fulfilled where Member States use their own applications or third- party applications, including European Car and Driving Licence Information System (EUCARIS), to exchange data and to connect with the MOVE-HUB electronic system.

4. 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.

5. By [*date of entry into force + 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[14] ('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):
   (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 Commission shall transmit the data collected to the European Parliament and to the Council.

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[14] 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).

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 + 3 years*] at the latest. They shall forthwith communicate to the Commission the text of those provisions.
   When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.
2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 18

Repeal

1. Directive 1999/37/EC is repealed with effect from [the first day of the month following *date of entry into force + 3 years*].
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.

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
The President
[...]

For the Council
The President
[...]