

Reforming the EU's vehicle approval system

Commission's proposals

What MEPs voted for

What EU governments want¹



Independent EU spot checks of cars after sale



In favour



In favour



Against



EU fines against cheating carmakers



In favour



Weakened

only member states can fine



Oversight of national regulators



Strengthened peer reviews become independent audits



Weakened regulators easily exempt



National market surveillance on "adequate scale"



Strengthened with mandatory target of 20% of new models to be tested



In favour

1 in 50,000 vehicles tested



Against



Joint audits of testing companies by Commission and governments



In favour and strengthened



Weakened

testing companies can be exempt



Possibility to sell outdated vehicles²



In favour



Weakened

no need for new approval³



Real-world CO₂ tests



In favour



Deleted

¹ Based on latest Maltese Presidency text

² The Commission have proposed to streamline the existing end-of-series provisions (whereby car makers are allowed to continue selling vehicles that no longer comply with new rules for a short time to get rid of the stock) – the provisions to be allowed for 12 months in all member states upon approval by the original type approval authority

³ Council have deleted the requirement for carmakers to receive approval before selling out of date vehicles, making it obligatory to all member states to agree to receive older models