

English edition

Information and Notices

<u>Notice No</u>	<u>Contents</u>	<u>Page</u>
	<i>I Information</i>	
	Commission	
96/C 193/01	Ecu	1
96/C 193/02	Average prices and representative prices for table wines at the various marketing centres	2
96/C 193/03	Prior notification of a concentration (Case No IV/M.734 — Melitta/Dow—Newco) ⁽¹⁾	3
96/C 193/04	Request for examination of a concentration (Case No IV/M.784 — Kesko/Tuko) ⁽¹⁾	4
	<i>II Preparatory Acts</i>	
	Commission	
96/C 193/05	Proposal for a Council Directive on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers ⁽¹⁾	5
96/C 193/06	Amended proposal for a Council Directive on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers ⁽¹⁾	31

EN

1

⁽¹⁾ Text with EEA relevance

(Continued overleaf)

Notice No

Contents (continued)

Page

III *Notices*

Commission

96/C 193/07

Phare — construction works — Notice of invitation to tender issued by the Government of Estonia for works financed by the European Union in the framework of the 1993 Phare Multi-Country Programme 32

EN

I

(Information)

COMMISSION

Ecu ⁽¹⁾

3 July 1996

(96/C 193/01)

Currency amount for one unit:

Belgian and Luxembourg franc	39,4742	Finnish markka	5,87676
Danish krone	7,38875	Swedish krona	8,39678
German mark	1,91774	Pound sterling	0,805655
Greek drachma	301,081	United States dollar	1,25424
Spanish peseta	161,296	Canadian dollar	1,70665
French franc	6,48193	Japanese yen	138,744
Irish pound	0,786212	Swiss franc	1,57470
Italian lira	1928,73	Norwegian krone	8,17829
Dutch guilder	2,15053	Icelandic krona	84,3102
Austrian schilling	13,4969	Australian dollar	1,60328
Portuguese escudo	197,042	New Zealand dollar	1,83637
		South African rand	5,43401

The Commission has installed a telex with an automatic answering device which gives the conversion rates in a number of currencies. This service is available every day from 3.30 p.m. until 1 p.m. the following day. Users of the service should do as follows:

- call telex number Brussels 23789;
- give their own telex code;
- type the code 'cccc' which puts the automatic system into operation resulting in the transmission of the conversion rates of the ecu;
- the transmission should not be interrupted until the end of the message, which is marked by the code 'ffff'.

Note: The Commission also has an automatic telex answering service (No 21791) and an automatic fax answering service (No 296 10 97) providing daily data concerning calculation of the conversion rates applicable for the purposes of the common agricultural policy.

⁽¹⁾ Council Regulation (EEC) No 3180/78 of 18 December 1978 (OJ No L 379, 30. 12. 1978, p. 1), as last amended by Regulation (EEC) No 1971/89 (OJ No L 189, 4. 7. 1989, p. 1).
 Council Decision 80/1184/EEC of 18 December 1980 (Convention of Lomé) (OJ No L 349, 23. 12. 1980, p. 34).
 Commission Decision No 3334/80/ECSC of 19 December 1980 (OJ No L 349, 23. 12. 1980, p. 27).
 Financial Regulation of 16 December 1980 concerning the general budget of the European Communities (OJ No L 345, 20. 12. 1980, p. 23).
 Council Regulation (EEC) No 3308/80 of 16 December 1980 (OJ No L 345, 20. 12. 1980, p. 1).
 Decision of the Council of Governors of the European Investment Bank of 13 May 1981 (OJ No L 311, 30. 10. 1981, p. 1).

Average prices and representative prices for table wines at the various marketing centres

(96/C 193/02)

(Established on 2 July 1996 for the application of Article 30 (1) of Regulation (EEC) No 822/87)

Type of wine and the various marketing centres	ECU per % vol/hl	% of GP °	Type of wine and the various marketing centres	ECU per % vol/hl	% of GP °
<i>R I Guide price*</i>	3,828		<i>A I Guide price*</i>	3,828	
Heraklion	No quotation		Athens	No quotation	
Patras	No quotation		Heraklion	No quotation	
Requena	No quotation		Patras	No quotation	
Reus	No quotation		Alcázar de San Juan	2,349	61 %
Villafranca del Bierzo	No quotation (¹)		Almendralejo	No quotation	
Bastia	No quotation		Medina del Campo	No quotation (¹)	
Béziers	4,240	111 %	Ribadavia	No quotation	
Montpellier	4,259	111 %	Villafranca del Penedés	No quotation	
Narbonne	4,312	113 %	Villar del Arzobispo	No quotation (¹)	
Nîmes	4,236	111 %	Villarobledo	No quotation (¹)	
Perpignan	No quotation		Bordeaux	No quotation	
Asti	No quotation		Nantes	No quotation	
Florence	No quotation (¹)		Bari	No quotation (¹)	
Lecce	No quotation		Cagliari	3,201	84 %
Pescara	No quotation		Chieti	2,955	77 %
Reggio Emilia	6,403	167 %	Ravenna (Lugo, Faenze)	3,349	87 %
Treviso	4,679	122 %	Trapani (Alcamo)	No quotation	
Verona (for local wines)	5,787	151 %	Treviso	No quotation (¹)	
Representative price	4,437	116 %	Representative price	3,142	82 %
<i>R II Guide price*</i>	3,828			ECU/hl	
Heraklion	No quotation		<i>A II Guide price*</i>	82,810	
Patras	No quotation		Rheinpfalz (Oberhaardt)	71,408	86 %
Calatayud	No quotation		Rheinhessen (Hügelland)	No quotation (¹)	
Falset	No quotation		The wine-growing region of the Luxembourg Moselle	No quotation	
Jumilla	No quotation (¹)		Representative price	71,408	86 %
Navalcarnero	No quotation (¹)				
Requena	No quotation		<i>A III Guide price*</i>	94,57	
Toro	No quotation		Mosel-Rheingau	No quotation	
Villena	No quotation (¹)		The wine-growing region of the Luxembourg Moselle	No quotation	
Bastia	No quotation		Representative price	No quotation	
Brignoles	No quotation				
Bari	No quotation				
Barletta	No quotation				
Cagliari	4,186	109 %			
Lecce	No quotation				
Taranto	No quotation				
Representative price	4,186	109 %			
	ECU/hl				
<i>R III Guide price*</i>	62,15				
Rheinpfalz-Rheinhessen (Hügelland)	No quotation (¹)				

(¹) Quotation not taken into account in accordance with Article 10 of Regulation (EEC) No 2682/77.

* Applicable from 1. 2. 1995.

° GP = Guide price.

Prior notification of a concentration**(Case No IV/M.734 — Melitta/Dow—Newco)**

(96/C 193/03)

(Text with EEA relevance)

1. On 25 June 1996, the Commission received notification of a proposed concentration pursuant to Article 4 of Council Regulation (EEC) No 4064/89 ⁽¹⁾ by which the undertakings Melitta Bentz KG, München/G., Dow Europe SA, Horgen/Switzerland and Dow Brands Inc., Indianapolis/USA, the latter belonging to the group The Dow Chemical Company, acquire within the meaning of Article 3 (1) (b) of the abovementioned Regulation joint control of the undertaking Cofresco Frischhalteprodukte GmbH + Co KG/G. by way of purchase of shares in this newly created company constituting a joint venture.

2. The business activities of the undertakings concerned are:

- Melitta Bentz KG: Holding company of the Melittagroup, production and sales of household products,
- Dow Europe SA: Business policy planning and management for Dow companies in Europe, Near East and Africa,
- Dow Brands Inc.: Production and sale of household packaging products and other household products,
- The Dow Chemical Company: R + D, production and sale of chemical products, plastics, chemical fibres, household cleaning material and household packaging material.

3. On preliminary examination, the Commission finds that the notified concentration could fall within the scope of Regulation (EEC) No 4064/89. However, the final decision on this point is reserved.

4. The Commission invites interested third parties to submit their possible observations on the proposed operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax (No (32-2) 296 43 01/296 72 44) or by post, under reference IV/M.734 — Melitta/Dow-Newco, to the following address:

European Commission,
Directorate-General for Competition (DG IV),
Directorate B — Merger Task Force,
Avenue de Cortenberg/Kortenberglaan 150,
B-1040 Brussels.

⁽¹⁾ OJ No L 395, 30. 12. 1989; Corrigendum: OJ No L 257, 21. 9. 1990, p. 13.

Request for examination of a concentration**(Case No IV/M.784 — Kesko/Tuko)**

(96/C 193/04)

(Text with EEA relevance)

1. On 26 June 1996, the Commission received a request from the Finnish authorities pursuant to Article 22 of Council Regulation (EEC) No 4064/89 ⁽¹⁾ to investigate a concentration by which Kesko Oy has acquired within the meaning of Article 3 (1) (b) of the above-mentioned Regulation control of Tuko Oy by way of purchase of shares.
2. The business activities of the undertakings concerned are:
 - Kesko: wholesale and retail trade of groceries, hardware and other goods,
 - Tuko: wholesale and retail trade of groceries, hardware and other goods.
3. On preliminary examination, the Commission finds that the request has been made in accordance with Article 22 of Council Regulation (EEC) No 4064/89. However, the final decision on this point is reserved.
4. The Commission invites interested third parties to submit their possible observations on the operation to the Commission.

Observations must reach the Commission not later than 10 days following the date of this publication. Observations can be sent to the Commission by fax (No (32-2) 296 43 01/296 72 44) or by post, under reference IV/M.784 — Kesko/Tuko, to the following address:

European Commission,
Directorate-General for Competition (DG IV),
Directorate B — Merger Task Force,
Avenue de Cortenberg/Kortenberglaan 150,
B-1040 Brussels.

(¹) OJ No L 395, 30. 12. 1989; Corrigendum: OJ No L 257, 21. 9. 1990.

II

(Preparatory Acts)

COMMISSION

Proposal for a Council Directive on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers

(96/C 193/05)

(Text with EEA relevance)

COM(95) 415 final — 95/0226(SYN)

(Submitted by the Commission on 8 September 1995)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 75 thereof,

Having regard to the proposal from the Commission,

In cooperation with the European Parliament,

Having regard to the opinion of the Economic and Social Committee,

Whereas Council Directive 77/143/EEC of 29 December 1976 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers⁽¹⁾ has been substantially amended and on a number of occasions; whereas, on occasion of further amendments, the said directives should, for reasons of clarity, be redrafted in a single text;

Whereas, in the framework of the common transport policy, certain road traffic within the Community should operate under the most favourable circumstances as regards both safety and competitive conditions applying to carriers in the Member States;

Whereas the growth of road traffic and the resultant increase in danger and nuisances present all Member States with safety problems of a similar nature and seriousness;

Whereas the present standards and methods of testing vary from one Member State to another and this situation affects the equivalence of safety and environmental performance levels of tested vehicles operating in the Member States; whereas, moreover, this state of affairs is likely to have an influence on the conditions governing competition between transport undertakings of the various Member States;

Whereas it is therefore necessary to harmonize as far as is practicable the frequency of tests and the compulsory items to be tested;

First recital
Directive 77/143/EEC (amended)

Second recital
Directive 77/143/EEC

Third recital
Directive 91/225/EEC

Fourth recital
Directive 77/143/EEC

⁽¹⁾ OJ No L 47, 18. 2. 1977, p. 47. Directive as last amended by Directive 94/23/EC (OJ No L 147, 14. 6. 1994, p. 6).

Whereas testing during the life cycle of a vehicle should be relatively simple, quick and inexpensive;

Seventh recital
Directive 92/55/EEC

Whereas the minimum Community standards and methods to be used for testing the roadworthiness of the items listed in Annex II should therefore be defined in separate directives adopted by the Council;

Fourth recital
Directive 91/225/EEC

Whereas, as a transitional measure, national standards remain applicable in respect of items not covered by separate directives;

Fifth recital
Directive 91/225/EEC

Whereas it must be possible to adapt rapidly to technical progress the standards and methods laid down in the separate directives and, in order to facilitate implementation of the measures required for this purpose, to establish a procedure for close cooperation between the Member States and the Commission within a Committee on the Adaptation to Technical Progress of Roadworthiness Tests;

Sixth recital
Directive 91/225/EEC (first sentence)

Whereas, in regard to braking systems, it would be premature to set values for air pressure settings and build up times, etc., given the variance in test equipment and methods within the Community;

Seventh recital
Directive 92/54/EEC (amended)

Whereas it is the intention to further amend this Directive so as to include a harmonious and improved test methodology;

Eighth recital
Directive 94/23/EC

Whereas, until such time there are harmonized test procedures and practices, Member States may use their judgement as to the test procedure they use to establish whether the vehicle in question meets the braking requirements;

Fifth recital
Directive 94/23/EC

Whereas it is recognized by all concerned with vehicle testing that the method of testing, and, in particular, whether the vehicle is tested in a laden, part laden or unladen condition, influences the degree of confidence testers have as to the roadworthiness of the braking system;

Sixth recital
Directive 94/23/EC

Whereas the prescription of brake force reference values for various laden conditions for each vehicle model would help restore that confidence; whereas this Directive enables testing under this regime as an alternative to testing against minimum performance values for each vehicle category;

Seventh recital
Directive 94/23/EC

Whereas as regards brake systems, the scope of this Directive relates in the main to vehicles which have been type-approved to the provisions of Directive 71/320/EEC⁽²⁾ although it is recognized that certain types of vehicle have been approved to national standards which may differ from the requirements of this Directive;

Ninth recital
Directive 94/23/EC (first sentence)

Whereas Member States may extend the scope of the braking test to include vehicles or test items outside the scope of this Directive;

Eighth recital
Directive 92/54/EEC

Whereas Member States may enhance the severity of the braking test or increase the frequency of testing;

Ninth recital
Directive 92/54/EEC

Whereas this Directive is intended to maintain emissions at a low level throughout the useful life of a vehicle by means of regular exhaust emission tests and to ensure that vehicles which are major polluters are withdrawn from service until they are brought to a proper state of maintenance;

Third recital
Directive 92/55/EEC

Whereas bad tuning and inadequate maintenance are detrimental not only to the engine but also to the environment since they cause increased pollution and fuel consumption;

Eighth and ninth recitals
Directive 92/55/EEC

Whereas it is important that environment-friendly transport be developed;

Whereas in the case of compression ignition (diesel engines) measurement of the opacity of the exhaust fumes is considered to be an adequate indicator of the condition of the vehicle's state of maintenance, with regard to emission;

10th recital
Directive 92/55/EEC

Whereas for positive ignition petrol engines measurement of carbon monoxide emissions from the exhaust pipe when the engine is idling is considered to be an adequate indicator of the vehicle's state of maintenance, with regard to emission;

11th recital
Directive 92/55/EEC

Whereas the failure rate in exhaust emission tests for vehicles which have not been regularly maintained may well be high;

12th recital
Directive 92/55/EEC

⁽²⁾ Council Directive of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and their trailers (OJ No L 202, 6. 9. 1971, p. 37), as last amended by Directive 91/422/EEC (OJ No L 233, 22. 8. 1991, p. 21).

Whereas in the case of petrol-engined vehicles for which the type-approval standards specify that they should be equipped with advanced emission control systems such as three-way catalytic converters which are lambda-probe controlled, the regular emission test standards will be more stringent than for conventional vehicles;

13th recital
Directive 92/55/EEC

Whereas Member States may establish their own testing standards for vehicles that are considered to be of historic interest; whereas, in recognizing the right of Member States to establish their own standards for historic vehicles, those standards should not be more severe than those which the vehicle was originally designed to meet;

Ninth recital
(last sentence) (amended)
and 10th recital
Directive 94/23/EC

Whereas this Directive will be adapted from time to time to take account of developments in vehicle construction which facilitate in-service testing and in-test methods which reflect more closely the actual conditions in which a vehicle is used;

14th recital
Directive 92/55/EEC

Whereas Council Directive 92/6/EEC^(*) requires the installation in, and use of speed limitation devices by, certain categories of road vehicles;

Whereas speed limitation devices should be included as soon as possible in the list of items which must be checked at the annual roadworthiness test to ensure as far as possible that the harmonized maximum setting on the speed limiter of a given vehicle cannot be exceeded;

Whereas at this stage the correct functioning of the speed limitation device is left to Member States to determine using whatever means they consider to be appropriate; whereas it is the intention to harmonize the test procedures and standards in time;

Whereas the Commission will assess the in-service experience of the correct functioning of the speed limiter and submit a report to the Council; whereas the conclusions of this report shall form the basis of any further proposal for requirements for roadworthiness testing of the speed limitation device if deemed necessary;

Whereas technical requirements related to taxis and ambulances are analogous with private cars; whereas the items to be checked can be similar, although the frequency of tests is different;

^(*) Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ No L 57, 2. 3. 1992, p. 27).

Whereas in view of the effects of this action on the sector in question and in the light of the principle of subsidiarity, the Community measures provided for in this Directive are necessary to achieve the objective of harmonization of the rules on roadworthiness tests, to prevent distortion of competition between road hauliers and to guarantee that vehicles are properly regulated and maintained; whereas these aims could not be achieved in full by the Member States acting individually;

Whereas this Directive must not affect the obligations of the Member States concerning the deadlines for transposition into national law and for implementation indicated in Annex III, Part B,

HAS ADOPTED THIS DIRECTIVE:

CHAPTER I

General provisions

Article 1

1. In each Member State, motor vehicles registered in that State and their trailers and semi-trailers shall undergo periodic roadworthiness tests in accordance with this Directive and its Annexes I and II.

Article 1
77/143/EEC

2. The categories of vehicles to be tested, the frequency of the tests and the items which must be tested are listed in Annexes I and II.

Article 2 (1)
77/143/EEC

Article 2

Roadworthiness tests within the meaning of this Directive shall be carried out by the State or by bodies or establishments designated and directly supervised by the State.

Article 4
77/143/EEC

Article 3

1. Member States shall take such measures as they deem necessary to make it possible to prove that a vehicle has passed a roadworthiness test complying with at least the provisions of this Directive.

Article 5 (1)
77/143/EEC

These measures shall be notified to the Member States and to the Commission.

Article 5 (2)
77/143/EEC

2. Each Member State shall, on the same basis as if it had itself issued the proof, recognize the proof issued in another Member State to the effect that a motor vehicle registered in that other State, together with its trailer or semi-trailer, have passed a roadworthiness test complying with at least the provisions of this Directive.

Article 5 (3)
77/143/EEC

3. Member States shall apply suitable procedures to establish, as far as practicable, that the brake performance of the vehicles registered in their territory meet requirements specified in this Directive.

Article 2
94/23/EC

CHAPTER II

Exceptions and derogations

Article 4

1. Member States shall have the right to exclude from the scope of this Directive vehicles belonging to the armed forces and forces of law and order.

Article 2 (2)
77/143/EEC

2. Member States may, after consulting the Commission, exclude from the scope of this Directive, or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, or which are temporarily withdrawn from circulation.

Article 2 (3)
77/143/EEC

3. Member States may, after consulting the Commission, establish their own testing standards regarding vehicles that are considered to be of historic interest.

Article 4
94/23/EC (amended)

Article 5

Notwithstanding the provisions of Annexes I and II, Member States may:

Article 3
77/143/EEC

— bring forward the date for the first compulsory roadworthiness tests and, where appropriate, submit the vehicle for testing prior to registration,

— shorten the interval between two successive compulsory tests,

- make the testing of optional equipment compulsory,
- increase the number of items to be tested,
- extend the periodic test requirement to other categories of vehicles,
- prescribe special additional tests,
- require higher braking efficiency minima and may include testing against higher laden weights, than those specified in Annex II for those vehicles registered in their territory, provided such requirements do not exceed those of the vehicle's original type-approval.

Article 3
94/23/EC

Article 6

1. By way of derogation from the provisions of Annexes I and II, and until no later than 1 January 1993, Member States may:

Article 7 (1)
77/143/EEC

- postpone the date of the first compulsory roadworthiness test,
- extend the interval between two successive compulsory roadworthiness tests,
- reduce the number of items to be tested,
- amend the categories of vehicles subject to compulsory roadworthiness tests,

provided that all the light commercial vehicles referred to in point 5 of Annex I are required to undergo roadworthiness tests in accordance with this Directive before that date.

and
Article 1 (1)
88/449/EEC
(→ Article 7 (2) 77/143/EEC)

However, in Member States where there was no system of roadworthiness testing comparable to that intended by this Directive for this category of vehicles as at 26 July 1988, paragraph 1 shall apply until 1 January 1995.

2. With regard to the private cars referred to in point 6 of Annex I, paragraph 1 shall apply until 1 January 1994.

Article 1 (1)
91/328/EEC (→ Article 7 (3) 77/143/EEC)

However, in Member States where there was no system of regular roadworthiness testing comparable to that intended by this Directive for this category of vehicles as at 31 December 1991, paragraph 1 shall apply until 1 January 1998.

CHAPTER III

Final provisions*Article 7*

1. The Council, acting by a qualified majority on a proposal from the Commission, shall adopt the separate directives necessary to define the minimum standards and methods for testing the items listed in Annex II.

Article 1
91/225/EEC (→ Article 5a (1), 77/143/EEC)

2. Any amendments which are necessary to adapt the standards and methods defined in the separate directives to technical progress shall be adopted in accordance with the procedure laid down in Article 8.

Article 1
91/225/EEC (→ Article 5a (2) 77/143/EEC)

Article 8

1. The Commission shall be assisted by a Committee on the Adaptation to Technical Progress of the Directive on Roadworthiness Tests for motor vehicles and their trailers, hereinafter referred to as 'the Committee', which shall consist of representatives of the Member States with a representative of the Commission in the chair.

Article 1
91/225/EEC (→ Article 5b (1) and (2) 77/143/EEC)

2. The Committee shall adopt its own rules of procedure.

3. The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft within a time limit which the chairman may lay down according to the urgency of the matter. The opinion shall be delivered by the majority laid down in Article 148 (2) of the Treaty in the case of decisions which the Council is required to adopt on a proposal from the Commission. The votes of the representatives of the Member States within the Committee shall be weighted in the manner set out in the aforementioned Article. The chairman shall not vote.

Article 1
91/225/EEC (→ Article 5b (3) and (4) 77/143/EEC)

4. (a) The Commission shall adopt the measures envisaged if they are in accordance with the opinion of the Committee.

(b) If the measures envisaged are not in accordance with the opinion of the Committee, or if no opinion is delivered, the Commission shall, without delay, submit to the Council a proposal

relating to the measures to be taken. The Council shall act by a qualified majority.

If, within three months of the submission of the proposal to the Council, the Council has not acted, the proposed measures shall be adopted by the Commission.

Article 9

1. The Commission shall, no later than 31 December 1998, submit a report to the Council on the implementation of roadworthiness testing to private cars, accompanied by any proposal necessary, with particular reference to the frequency and content of tests.

Article 3
91/328/EEC

2. It undertakes, at the latest three years after the introduction of regular testing of speed limitation devices, to examine whether, on the basis of experience gathered by that time, the tests laid down are sufficient to detect defective or manipulated speed limitation devices and whether the rules need to be amended.

Article 10

The Directives listed in Annex III, Part A are hereby repealed, without prejudice to the obligations of the Member States concerning the deadlines for transposition and implementation set out in Annex III, Part B.

References to the repealed Directives shall be construed as reference to this Directive and should be read in accordance with the correlation table set out in Annex IV.

Article 11

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive before 1 January 1996. They shall immediately inform the Commission thereof.

When Member States adopt these provisions, they shall contain a reference to this Directive or shall be accompanied by such reference at the time of their official publication. The procedure for such reference shall be adopted by Member States.

2. Member States shall communicate to the Commission the texts of the main provisions of domestic law which they adopt to comply with this Directive.

Article 12

This Directive shall enter into force on the 20th day following its publication in the *Official Journal of the European Communities*.

Article 13

This Directive is addressed to the Member States.

ANNEX I

Categories of vehicle	Frequency of tests	
1. Motor vehicles used for the carriage of passengers and with more than eight seats, excluding the driver's seat	One year after the date on which the vehicle was first used, and thereafter annually	Annex I Category 1 77/143/EEC
2. Motor vehicles used for the carriage of goods and having a maximum permissible weight exceeding 3 500 kg	One year after the date on which the vehicle was first used, and thereafter annually	Annex I Category 2 77/143/EEC
3. Trailers and semi-trailers with a maximum permissible weight exceeding 3 500 kg	One year after the date on which the vehicle was first used, and thereafter annually	Annex I Category 3 77/143/EEC
4. Taxis, ambulances	One year after the date on which the vehicle was first used, and thereafter annually	Annex I Category 4 77/143/EEC
5. Motor vehicles with at least four wheels, normally used for the road carriage of goods and with a maximum permissible weight not exceeding 3 500 kg, excluding agricultural tractors and machinery	Four years after the date on which the vehicle was first used, and thereafter every two years	Article 1 (2) 88/449/EEC (→ Annex I, Category 5, 77/143/EEC)
6. Motor vehicles used for the road carriage of passengers and with not more than eight seats excluding the driver's seat	Four years after the date on which the vehicle was first registered, and thereafter every two years.	Article 1 (2) 91/328/EEC (→ Annex I, Category 6, 77/143/EEC)

ANNEX II

The test shall cover at least the items listed below, provided that these are related to the obligatory equipment of the vehicle being tested in the Member State concerned.	Introductory note 1 77/143/EEC
The tests covered by this Annex may be carried out visually without disassembly of vehicle parts.	Article 1 (1) 92/54/EEC
Where the vehicle is found to be defective with regard to the test items below, the competent authorities in the Member States shall adopt a procedure for setting the conditions under which the vehicle may be used before passing another roadworthiness test.	Article 1 (1) 92/54/EEC
However, Member States should take care that vehicles not meeting the minimum provisions regarding braking systems and emissions shall not circulate on roads.	

VEHICLES IN CATEGORIES 1, 2, 3, 4, 5 AND 6

1. Braking systems		Article 1 (1) 92/54/EEC (→ heading 1, Annex II, 77/143/EEC)
The following items are to be included in the roadworthiness test of vehicle braking systems. The test results achieved during the checks of the braking systems shall be equivalent as far as is practicable to the technical requirements of Directive 71/320/EEC.		
<i>Items to be checked/tested</i>	<i>Reasons for failure</i>	
1.1. Mechanical condition and operation		Article 1 (1) 92/54/EEC (*)
1.1.1. Footbrake pedal pivot	<ul style="list-style-type: none"> — Too tight — Bearing worn — Excessive wear/play; 	Article 1 (1) 92/54/EEC (*)
1.1.2. Pedal condition and travel of the brake operating device	<ul style="list-style-type: none"> — Excessive or insufficient reserve travel — Brake control not releasing correctly — Anti-slip provision on brake pedal missing, loose or worn smooth; 	Article 1 (1) 92/54/EEC (*)
1.1.3. Vacuum pump or compressor and reservoirs	<ul style="list-style-type: none"> — Time taken to build up air pressure/vacuum for the effective operation of the brakes is excessive — Insufficient air pressure/vacuum to give assistance for at least two applications of the brake after the warning device has operated (or gauge shows unsafe reading) — Air leak causing a noticeable drop in pressure or audible air leaks 	Article 1 (1) 92/54/EEC (*)
1.1.4. Low pressure warning indicator or gauge	<ul style="list-style-type: none"> — Malfunctioning or defective low pressure indicator/air pressure gauge; 	Article 1 (1) 92/54/EEC (*)
1.1.5. Hand operated brake control valve	<ul style="list-style-type: none"> — Cracked or damaged control, excessive wear — Malfunction of control valve — Control insecure on valve spindle or valve unit insecure — Connections loose or leak in system — Unsatisfactory operation 	Article 1 (1) 92/54/EEC (*)
1.1.6. Parking brake, lever control, parking brake ratchet	<ul style="list-style-type: none"> — Parking brake ratchet not holding correctly — Excessive wear at lever pivot or ratchet mechanism — Excessive movement of lever indicating incorrect adjustment 	Article 1 (1) 92/54/EEC (*)
1.1.7. Braking valves (footvalves, unloaders, governors, etc.)	<ul style="list-style-type: none"> — Damaged, excessive air leakage — Excessive discharge of oil from compressor — Insecure/indadequate mounting — Discharge of hydraulic brake fluid 	Article 1 (1) 92/54/EEC (*)

1.1.8. Couplings for trailer brakes	<ul style="list-style-type: none"> — Defective isolation taps or self-sealing valve — Insecure/inadequate mounting — Excessive leaks 	Article 1 (1) 92/54/EEC (*)
1.1.9. Energy storage reservoir pressure tank	<ul style="list-style-type: none"> — Damaged, corroded, leaking — Drain device inoperative — Insecure/inadequate mounting 	Article 1 (1) 92/54/EEC (*)
1.1.10. Brake servo units, master cylinder (hydraulic systems)	<ul style="list-style-type: none"> — Servo unit is defective or ineffective — Master cylinder defective or leaking — Master cylinder insecure — Insufficient quantity of brake fluid — Master cylinder reservoir cap missing — Brake fluid warning light illuminated or defective — Incorrect functioning of brake fluid level warning device 	Article 1 (1) 92/54/EEC (*)
1.1.11. Rigid brake pipes	<ul style="list-style-type: none"> — Risk of failure or fracture — Leaks from pipes or connections to couplings — Damaged or excessively corroded — Misplaced 	Article 1 (1) 92/54/EEC (*)
1.1.12. Flexible brake hoses	<ul style="list-style-type: none"> — Risk of failure or fracture — Damaged, chafing, brake hoses too short, twisted — Leaks from hoses or couplings — Hose bulging under pressure — Porosity 	Article 1 (1) 92/54/EEC (*)
1.1.13. Brake coverings (lining pads)	<ul style="list-style-type: none"> — Excessive wear — Contaminated (oil, grease, etc.) 	Article 1 (1) 92/54/EEC (*)
1.1.14. Brake drums, brake discs	<ul style="list-style-type: none"> — Excessive wear, excessive scoring, cracks, insecure or fractured — Contaminated (oil, grease, etc.) — Back plate insecure 	Article 1 (1) 92/54/EEC (*)
1.1.15. Brake cables, rods, levers linkage	<ul style="list-style-type: none"> — Cables damaged, knotted — Excessively worn or corroded — Cable or rod joint insecure — Cable guide defective — Any restriction to free movement of the brake system — Any abnormal movement of levers/rods/linkage indicating maladjustment or excessive wear 	Article 1 (1) 92/54/EEC (*)

1.1.16. Brake actuators (including spring brakes or hydraulic wheel cylinders)	<ul style="list-style-type: none"> — Cracked or damaged — Leaking — Insecure/inadequate mounting — Excessively corroded — Excessive travel of operating piston or diaphragm mechanism — Dust protection cover missing or excessively damaged 	Article 1 (1) 92/54/EEC (*)
1.1.17. Load sensing valve	<ul style="list-style-type: none"> — Defective linkage — Incorrect adjustment — Seized, not working — Missing 	Article 1 (1) 92/54/EEC (*)
1.1.18. Automatic slack adjusters indicating	<ul style="list-style-type: none"> — Seized or abnormal movement, excessive wear or wrong adjustment — Defective 	Article 1 (1) 92/54/EEC (*)
1.1.19. Retarder system (where fitted or required)	<ul style="list-style-type: none"> — Insecure connectors or mountings — Defective 	Article 1 (1) 92/54/EEC (*)
1.2. Service brake performance and efficiency		Article 1 (1) 92/54/EEC (*)
1.2.1. Performance (progressively increased to maximum effort)	<ul style="list-style-type: none"> — Inadequate braking effort on one or more wheels — Braking effort from any wheel is less than 70 % of the highest recorded effort from another wheel on the same axle. In the case of brake testing on the road then the vehicle's deviation from a straight line is excessive — No gradual variation of brake effort (grabbing) — Abnormal time lag in brake operation at any wheel — Excessive fluctuation of brake effort due to distort discs or oval drums 	Article 1 94/23/EC (*)
1.2.2. Efficiency	<ul style="list-style-type: none"> — A braking ratio which relates to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads where practicable, less than the following: 	Article 1 94/23/EC (*)

	<p>Minimum braking efficiency</p> <p>Category 1: 50 % (*)</p> <p>Category 2: 43 % (*)</p> <p>Category 3: 40 % (*)</p> <p>Category 4: 50 %</p> <p>Category 5: 45 % (?)</p> <p>Category 6: 50 %</p> <p>— or a braking effort less than the reference values if specified by the vehicle manufacturer for the vehicle axle (*)</p>	
1.3. Secondary (emergency) brake performance and efficiency (if met by separate system)		Article 1 (1) 92/54/EEC (*)
1.3.1. Performance	<p>— Brake(s) inoperative on one side</p> <p>— Braking effort from any wheel is less than 70 % of the highest recorded effort from another wheel on the same axle</p> <p>— No gradual variation of efficiency (grabbing)</p> <p>— Automatic brake system not working in the case of trailers</p>	Article 1 (1) 92/54/EEC (*)
1.3.2. Efficiency	<p>— For all vehicle categories, a braking ratio less than 50 % (*) of the service brake performance defined in 1.2.2 in relation to the maximum authorized mass or, in the case of semi-trailers, to the sum of the authorized axle loads</p>	Article 1 94/23/EC (*)
1.4. Parking brake performance and efficiency		Article 1 (1) 92/54/EEC (*)
1.4.1. Performance	<p>— Brake inoperative on one side</p>	Article 1 (1) 92/54/EEC (*)
1.4.2. Efficiency	<p>— For all vehicle categories, a braking ratio less than 16 % in relation to the maximum authorized mass, or, for motor vehicles, less than 12 % in relation to the maximum authorized combination mass of the vehicle, whichever is greater</p>	Article 1 94/23/EC (*)
1.5. Retarder or exhaust brake system performance	<p>— No gradual variation of efficiency (retarder)</p> <p>— Defective</p>	Article 1 (1) 92/54/EEC (*)
1.6. Anti-lock braking	<p>— Malfunction of the anti-lock warning device</p> <p>— Defective</p>	Article 1 (1) 92/54/EEC (*)

(*) 48 % for Category 1 vehicles not fitted with ABS, or type-approved before 1 October 1991 (date of prohibition of first putting into circulation without European component type-approval) (Directive 88/194/EEC (OJ No L 92, 9. 4. 1988, p. 47).

(*) 45 % for the vehicles registered after 1988 or from the date of adoption of the type-approval Directive 71/320/EEC, as amended by Directive 85/647/EEC (OJ No L 380, 31. 12. 1985, p. 1), within the Member States national legislation, whichever is the later.

(*) 43 % for semi-trailers and draw bar trailers registered after 1988 or from the date of adoption of the type approval Directive 71/320/EEC, as amended by Directive 85/647/EEC, within the Member States national legislation, whichever is the later.

(*) 50 % for Category 5 vehicles registered after 1988 or from the date of adoption of the type-approval Directive 71/320/EEC, as amended by Directive 85/647/EEC; within the Member States national legislation, whichever is the later.

(*) The reference value for the vehicle axle is the braking effort (expressed in Newtons) necessary to achieve this minimum prescribed braking force at the particular weight that the vehicle is presented.

(*) For Categories 2 and 5 vehicles the minimum secondary brake performance will be 2,2 m/s² (as the secondary brake performance was not affected by Directive 85/647/EEC).

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
2. Steering and steering wheel	2. Steering	Article 1 (3) 88/449/EEC (*)
2.1. Mechanical condition 2.2. Steering wheel 2.3. Steering play	2.1. Mechanical condition 2.2. Steering play 2.3. Steering system attachment 2.4. Wheel bearings	Article 1 (3) 88/449/EEC (*)
3. Visibility	3. Visibility	Article 1 (3) 88/449/EEC (*)
3.1. Field of vision 3.2. Condition of glass 3.3. Rear-view mirrors 3.4. Windscreen wipers 3.5. Screenwashers	3.1. Field of vision 3.2. Condition of glass 3.3. Rear-view mirrors 3.4. Windscreen wipers 3.5. Screenwashers	Article 1 (3) 88/449/EEC (*)
4. Lamps, reflectors and electrical equipment	4. Lighting equipment	Article 1 (3) 88/449/EEC (*)
4.1. Main and dipped-beam headlamps 4.1.1. Condition and operation 4.1.2. Alignment 4.1.3. Switches 4.1.4. Visual efficiency	4.1. Main and dipped-beam headlamps 4.1.1. Condition and operation 4.1.2. Alignment 4.1.3. Switches	Article 1 (3) 88/449/EEC (*)
4.2. Side lamps and end-outline marker lamps 4.2.1. Condition and operation 4.2.2. Colour and visual efficiency	4.2. Condition and operation, condition of lenses, colour and visual efficiency of: 4.2.1. Side and rear lamps 4.2.2. Stop lamps 4.2.3. Direction-indicator lamps 4.2.4. Reversing lamps 4.2.5. Fog lamps 4.2.6. Registration plate lamps 4.2.7. Reflex reflectors 4.2.8. Hazard warning lamps	Article 1 (3) 88/449/EEC (*)
4.3. Stop lamps 4.3.1. Condition and operation 4.3.2. Colour and visual efficiency		Article 1 (3) 88/449/EEC (*)
4.4. Direction-indicator lamps 4.4.1. Condition and operation 4.4.2. Colour and visual efficiency 4.4.3. Switches 4.4.4. Flashing frequency		Article 1 (3) 88/449/EEC (*)

4.5. Front and rear fog lamps 4.5.1. Position 4.5.2. Condition and operation 4.5.3. Colour and visual efficiency		Article 1 (3) 88/449/EEC (*)
4.6. Reversing lamps 4.6.1. Condition and operation 4.6.2. Colour and visual efficiency		Article 1 (3) 88/449/EEC (*)
4.7. Rear registration plate lamp		Article 1 (3) 88/449/EEC (*)
4.8. Reflex reflectors — Condition and colour		Article 1 (3) 88/449/EEC (*)
4.9. Tell-tales		Article 1 (3) 88/449/EEC (*)
4.10. Electrical connections between tractor vehicle and trailer or semi-trailer		Article 1 (3) 88/449/EEC (*)
4.11. Electrical wiring		Article 1 (3) 88/449/EEC (*)
5. Axles, wheels, tyres, suspension	5. Axles, wheels, tyres, suspension	Article 1 (3) 88/449/EEC (*)
5.1. Axles	5.1. Axles	Article 1 (3) 88/449/EEC (*)
5.2. Wheels and tyres	5.2. Wheels and tyres	Article 1 (3) 88/449/EEC (*)
5.3. Suspension	5.3. Suspension	Article 1 (3) 88/449/EEC (*)
6. Chassis and chassis attachments	6. Chassis and chassis attachments	Article 1 (3) 88/449/EEC (*)
6.1. Chassis or frame and attachments 6.1.1. General condition 6.1.2. Exhaust pipes and silencers 6.1.3. Fuel tank and pipes 6.1.4. Geometric properties and condition of rear protective device, heavy lorries 6.1.5. Spare wheel carrier 6.1.6. Coupling mechanism on tractor vehicles, trailers and semi-trailers	6.1. Chassis or frame and attachments 6.1.1. General condition 6.1.2. Exhaust pipes and silencers 6.1.3. Fuel tank and pipes 6.1.4. Spare wheel carrier 6.1.5. Security of coupling mechanism (if fitted)	Article 1 (3) 88/449/EEC (*)

6.2. Cab and bodywork 6.2.1. General condition 6.2.2. Mounting 6.2.3. Doors and locks 6.2.4. Floor 6.2.5. Driver's seat 6.2.6. Running boards	6.2. Bodywork 6.2.1. Structural condition 6.2.2. Doors and locks	Article 1 (3) 88/449/EEC (*)
7. Other equipment	7. Other equipment	Article 1 (3) 88/449/EEC (*)
7.1. Safety belts	7.1. Mounting of driver's seat	Article 1 (3) 88/449/EEC (*)
7.2. Fire extinguisher	7.2. Mounting of battery	Article 1 (3) 88/449/EEC (*)
7.3. Locks and anti-theft device	7.3. Audible warning device	Article 1 (3) 88/449/EEC (*)
7.4. Warning triangle	7.4. Warning triangle	Article 1 (3) 88/449/EEC (*)
7.5. First-aid kit	7.5. Safety belts 7.5.1. Security of mountings 7.5.2. Condition of belts 7.5.3. Operation	Article 1 (3) 88/449/EEC (*)
7.6. Wheel chock(s)		Article 1 (3) 88/449/EEC (*)
7.7. Audible warning device		Article 1 (3) 88/449/EEC (*)
7.8. Speedometer		Article 1 (3) 88/449/EEC (*)
7.9. Tachograph (presence of, and integrity of seals) — Check validity of tachograph plate if required by Council Regulation (EEC) No 3821/85 ^(*) — Check whether tyre nominal circumference matches the data given on the tachograph plate if required		Article 1 (3) 88/449/EEC (*)

(*) Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (OJ No L 370, 31. 12. 1985, p. 8.). Regulation as last amended by Commission Regulation (EEC) No 3688/92 (OJ No L 374, 22. 12. 1992, p. 12).

<ul style="list-style-type: none"> — Where practical, check that the seals of the tachograph and, where appropriate, any other means of protecting the connections against fraudulent manipulation are intact 		
<p>7.10. Speed limitation device</p> <ul style="list-style-type: none"> — Where possible, check whether speed limiter is fitted if required by Directive 92/6/EEC ⁽¹⁾ — Check validity of speed limiter plate — Where practical, check that the seals of the speed limiter and, where appropriate, any other means of protecting the connections against fraudulent manipulation are intact 		
<p>8. Nuisance</p>	<p>8. Nuisance</p>	<p>Article 1 (3) 88/449/EEC (*)</p>
<p>8.1. Noise</p>	<p>8.1. Noise</p>	<p>Article 1 (3) 88/449/EEC (*)</p>

⁽¹⁾ Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ No L 57, 2. 3. 1992, p. 27).

VEHICLES IN CATEGORIES 1, 2, 3, 4, 5 AND 6	
8.2. Exhaust emissions	Article 1 (1) 92/55/EEC (*)
<p>8.2.1. Motor vehicles equipped with positive-ignition (petrol) engines</p> <p>(a) where the exhaust emissions are not controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled.</p> <ol style="list-style-type: none"> 1. Visual inspection of the exhaust system in order to check that there are no leakages. 2. If appropriate, visual inspection of the emission control system in order to check that the required equipment has been fitted. <p>After a reasonable period of engine conditioning (taking account of the vehicle manufacturer's recommendations) the carbon monoxide (CO) content of the exhaust gases is measured when the engine is idling (no load).</p> <p>The maximum permissible CO content in the exhaust gases is that stated by the vehicle manufacturer. Where this information is not available or where Member States' competent authorities decide not to use it as a reference value, the CO content must not exceed the following:</p> <ul style="list-style-type: none"> — for vehicles registered or put into service for the first time between the date from which Member States required the vehicles to comply with Directive 70/220/EEC⁽¹⁾ and 1 October 1986: 4,5 vol %, — for vehicles registered or put into service for the first time after 1 October 1986: 3,5 vol %; <p>(b) where the exhaust emissions are controlled by an advanced emission control system such as a three-way catalytic converter which is lambda-probe controlled.</p> <ol style="list-style-type: none"> 1. Visual inspection of the exhaust system in order to check that there are no leakages and that all parts are complete. 2. Visual inspection of the emission control system in order to check the required equipment has been fitted. 3. Determination of the efficiency of the vehicle's emission control system by measuring the lambda value and the CO content of the exhaust gases in accordance with Section 4 or with the procedures proposed by the manufacturers and approved at the time of type-approval. For each of the tests the engine is conditioned in accordance with the vehicle manufacturer's recommendations. 4. Exhaust pipe emissions — limit values <ul style="list-style-type: none"> — Measurement at engine idling speed: <p>The maximum permissible CO content in the exhaust gases is that stated by the vehicle manufacturer. Where this information is not available, the maximum CO content must not exceed 0,5 vol %.</p> — Measurement at high idle speed, engine speed to be at least 2 000 min.⁻¹: <p>CO content: maximum 0,3 vol % Lambda: $1 \pm 0,03$ in accordance with the manufacturer's specifications.</p> 	<p>Article 1 (1) 92/55/EEC (*)</p> <p style="text-align: right;">New unity</p>

⁽¹⁾ Council Directive 70/220/EEC of 20 March 1970 on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles (OJ No L 76, 9. 3. 1970, p. 1). Corrigendum: OJ No L 81, 11. 4. 1970, p. 15). Directive as last amended by the European Parliament and Council Directive 94/12/EC (OJ No L 100, 19. 4. 1994, p. 42).

<p>8.2.2. Motor vehicles equipped with compression ignition (diesel) engines</p> <p>Measurement of exhaust gas opacity with free acceleration (no load from idling up to cut-off speed). The level of concentration must not exceed the level recorded on the plate pursuant to Directive 72/306/EEC⁽¹⁾. Where this information is not available or where Member States' competent authorities decide not to use it as a reference, the limit values of the co-efficient of absorption are as follows.</p> <p>Maximum co-efficient of absorption for:</p> <ul style="list-style-type: none"> — naturally aspirated diesel engines: 2,5 m⁻¹, — turbo-charged diesel engines: 3,0 m⁻¹, <p>or equivalent values where use is made of equipment of a type different from that used for EEC type-approval.</p> <p>Vehicles registered or put into service for the first time before 1 January 1980 are exempted from these requirements.</p>	<p>Article 1 (1) 92/55/EEC (*)</p>
<p>8.2.3. Test equipment</p> <p>Vehicle emissions are tested using equipment designed to establish accurately whether the limit values prescribed or indicated by the manufacturer have been complied with.</p>	<p>Article 1 (1) 92/55/EEC (*)</p>
<p>8.2.4. Where, during EEC type-approval, a type of vehicle is found not to have satisfied the limit values laid down by this Directive, the Member States may lay down higher limit values for that type of vehicle on the basis of proof supplied by the manufacturer. They must inform the Commission thereof forthwith and it in turn will inform the other Member States.</p>	<p>Article 1 (1) 92/55/EEC (*)</p>

⁽¹⁾ Council Directive 72/306/EEC of 2 August 1972 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of pollutants from diesel engines for use in vehicles (OJ No L 190, 20. 8. 1972, p. 1). Directive as last amended by Commission Directive 89/491/EEC (OJ No L 238, 15. 8. 1989, p. 43).

VEHICLES IN CATEGORIES 1, 2 AND 3	VEHICLES IN CATEGORIES 4, 5 AND 6	(**)
8.3. Suppression of radio interference		Article 1 (3) 88/449/EEC (*)
9. Supplementary tests for public transport vehicles		Article 1 (3) 88/449/EEC (*)
9.1. Emergency exit(s) (including hammers for breaking windows), signs indicating emergency exit(s)		Article 1 (3) 88/449/EEC (*)
9.2. Heating system		Article 1 (3) 88/449/EEC (*)
9.3. Ventilation system		Article 1 (3) 88/449/EEC (*)
9.4. Seat lay-out		Article 1 (3) 88/449/EEC (*)
9.5. Interior lighting		Article 1 (3) 88/449/EEC (*)
10. Vehicle identification	10. Vehicle identification	Article 1 (3) 88/449/EEC (*)
10.1. Registration number plate	10.1. Registration number plate	Article 1 (3) 88/449/EEC (*)
10.2. Chassis number	10.2. Chassis number	Article 1 (3) 88/449/EEC (*)

(*) → Under the same point of Annex II, Directive 77/143/EEC, as amended.

(**) The items to be checked/tested for Category 4 (taxis and ambulances) are listed in the left column of Annex II, Directive 77/143/EEC.

*ANNEX III, PART A***Repealed directives****(referred to in Article 10)**

Council Directive 77/143/EEC on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers and its successive amendments:

- Council Directive 88/449/EEC
- Council Directive 91/225/EEC
- Council Directive 91/328/EEC
- Council Directive 92/54/EEC
- Council Directive 92/55/EEC
- Commission Directive 94/23/EC

ANNEX III, PART B

Directive	Deadlines	
	for transposition	for implementation
77/143/EEC (OJ No L 47, 18. 2. 1977, p. 47)	31 December 1977	31 December 1977
88/449/EEC (OJ No L 222, 12. 8. 1988, p. 10)	27/28 July 1990	27/28 July 1990
91/225/EEC (OJ No L 103, 23. 4. 1991, p. 3)	1 January 1992	1 January 1992
91/328/EEC (OJ No L 178, 6. 7. 1991, p. 29)	1 July 1993	1 July 1993
92/54/EEC (OJ No L 225, 10. 8. 1992, p. 63)	21/22 June 1993	21/22 June 1993
92/55/EEC (OJ No L 225, 10. 8. 1992, p. 68)	21/22 June 1993	
For the vehicles referred to in Section 8.2.1 (a) of Annex II:		1 January 1994
For the vehicles referred to in Section 8.2.2 of Annex II:		1 January 1996
For the vehicles referred to in Section 8.2.1 (b) of Annex II:		1 January 1997
94/23/EC (OJ No L 147, 14. 6. 1994, p. 6)	1 January 1997	1 January 1997

ANNEX IV

CORRELATION TABLE No 1

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Article 1 (1)	Article 1						
Article 1 (2)	Article 2 (1)						
Article 2	Article 4						
Article 3 (1) first paragraph	Article 5 (1)						
Article 3 (1) second paragraph	Article 5 (2)						
Article 3 (2)	Article 5 (3)						Article 2
Article 3 (3)							
Article 4 (1)	Article 2 (2)						
Article 4 (2)	Article 2 (3)						Article 4
Article 4 (3)							
Article 5 (indents 1 to 6)	Article 3						
Article 5 (seventh indent)							
Article 6 (1)	Article 7 (1)	Article 1 (1)					Article 3
Article 6 (2)				Article 1 (1)			
Article 7 (1) and (2)			Article 1				
Article 8 (1) to (4)			Article 1				
Article 9 (1)				Article 3			
Article 9 (2)							
Article 10							
Article 11 (1)	Article 6	Article 2 (1)	Article 2 (1)	Article 2 (1)	Article 2 (1)	Article 2 (1) to (3)	Article 5 (1)
Article 11 (2)		Article 2 (2)	Article 2 (2)	Article 2 (2)	Article 2 (2)	Article 2 (4)	Article 5 (2)
Article 12							
Article 13	Article 8	Article 3	Article 3	Article 4	Article 3	Article 3	Article 6

CORRELATION TABLE No 2

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Annex I Category 1 Category 2 Category 3 Category 4 Category 5 Category 6	Annex I Category 1 Category 2 Category 3 Category 4	Article 1 (2)		Article 1 (2)			

CORRELATION TABLE No 3

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Annex II (*) Introductory note 1 Introductory note 2 Introductory note 3 Introductory note 4 Point 1 Point 1.2 Point 1.2.1 Point 1.2.2 Point 1.3 Point 1.3.1 Point 1.3.2 Point 1.4 Point 1.4.1 Point 1.4.2 Point 1.5 Point 1.6 Point 2 Point 7.8	Annex II Introductory note 1				Article 1 (1) Article 1 (1) Article 1 (1) Article 1 (1) Article 1 (1) Article 1 (1) Article 1 (1) Article 1 (1)		Article 1 Article 1 Article 1 Article 1 Article 1

This Directive	77/143/EEC	88/449/EEC	91/225/EEC	91/328/EEC	92/54/EEC	92/55/EEC	94/23/EC
Point 7.9 (indents 1 to 3)	Article 1 (3)	Article 1 (3)					
Point 7.10 (indents 1 to 3)							
Point 8							
Point 8.1							
Point 8.2							
Point 8.2.4							
Point 8.3							
Point 10.2		Article 1 (3)				Article 1 (1)	

(*) NB: Category 4 (taxis and ambulances) is transferred from the left column to the right one (with Categories 5 and 6) in Annex II.

Amended proposal for a Council Directive on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers

(96/C 193/06)

(Text with EEA relevance)

COM(96) 159 final — 95/0226(SYN)

(Submitted by the Commission pursuant to Article 189 a (2) of the EC Treaty on 18 April 1996)

The proposal from the Commission forming the subject of document COM(95) 415 final — 95/0226(SYN) (*) is hereby amended as follows:

INITIAL TEXT PROPOSED BY THE COMMISSION

AMENDED TEXT

Amendment No 1

Recital 12a (new)

Whereas each Member State must ensure, within its own area of jurisdiction, that roadworthiness tests are conducted methodically and to a high standard;

Amendment No 2

Recital 12b (new)

Whereas the Commission must monitor the practical application of this directive and report to the European Parliament and the Council at regular intervals on its findings;

Amendment No 3

Article 2

Roadworthiness tests within the meaning of this Directive shall be carried out by the State or by bodies or establishments designated and directly supervised by the State.

Roadworthiness tests within the meaning of this Directive shall be carried out by the State, or by public organizations entrusted with the task, or by bodies or establishments designated and directly supervised by the State, including duly authorized private bodies. In particular, when establishments designated as vehicle testing centres also operate as motor vehicle repair workshops, the Member States shall ensure the objectivity and high quality of vehicle testing.

Remainder unchanged

(*) See p. 5 of this Official Journal.

III

(Notices)

COMMISSION

Phare — construction works

Notice of invitation to tender issued by the Government of Estonia for works financed by the European Union in the framework of the 1993 Phare Multi-Country Programme

(96/C 193/07)

1. Title

Border Station at Narva, Estonia.

2. Participation

Participation is open on equal terms to all natural and legal persons of the Member States of the European Union and Albania, Poland, Hungary, Romania, Bulgaria, the Czech Republic, the Slovak Republic, Slovenia, Lithuania, Latvia and Estonia.

3. Subject

Building the border station comprises the construction of a 3-storey building, canopies and auxiliary buildings. As well reconstruction of the existing 3-storey building, construction of roads, parking grounds, engineering network, landscaping, preparation of the building site.

The main quantities of the works are as follows:

the land on which the construction is to be erected:

3-storey building - 420 m²,

reconstruction of the existing 3-storey building - 310 m²,

canopies - 1 770 m²,

examination building - 825 m²;

excavation works:

vegetable soil excavation - 1 470 m³,

of that to be disposed of - 1 000 m³,

asphalt to be demolished and disposed of - 400 m³,

excavation and disposal soil from under the roadways and squares - 4 440 m³,

delivery of mineral filling material, filling - 550 m³;

concrete work - 1 567 m³;

metalwork - 176 t;

of that non-structural steelwork - 56 t,

of that structural steelwork - 120 t.

4. Invitation to tender dossier

The complete tender dossier may be obtained from the 12.7.1996 at the Estonia National Customs Board, Ravala pst. 9, EE-0001 Tallinn, facsimile (372) 631 77 27, against proof of payment of 350 ECU in the name of the Estonian National Customs Board or in an equivalent amount in EEK for the Estonian contractors.

5. Tender

Tenders, accompanied by a tender bond in the amount in ECU of minimum 2 % of the tender price minus taxes (VAT) shall be received not later than the 26.8.1996 (10.00), local time, at the Estonian National Customs Board. The tenders will be opened in public session on the 26.8.1996 (11.00), local time, in the offices of the Estonian National Customs Board in Tallinn.