









Procedure file

Basic information		
INL - Legislative initiative procedure	2017/2064(INL)	Procedure completed
Odometer manipulation in motor vehicles: revision of the EU legal framework		
Subject 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Transport and Tourism	 ERTUG Ismail	18/04/2017
		Shadow rapporteur	
		 BACH Georges	
		 DEMESMAEKER Mark	
		 RIQUET Dominique	
		 GRAMER Michael	
European Commission	Commission DG	Commissioner	
	Mobility and Transport	BULC Violeta	
		 PAKSAS Rolandas	

Key events			
18/05/2017	Committee referral announced in Parliament		
25/04/2018	Vote in committee		
02/05/2018	Committee report tabled for plenary	A8-0155/2018	Summary
30/05/2018	Debate in Parliament		
31/05/2018	Results of vote in Parliament		
31/05/2018	Decision by Parliament	T8-0235/2018	Summary
31/05/2018	End of procedure in Parliament		

Technical information	
Procedure reference	2017/2064(INL)
Procedure type	INL - Legislative initiative procedure

Procedure subtype	Request for legislative proposal
Legal basis	Rules of Procedure EP 47
Other legal basis	Rules of Procedure EP 159
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/09920

Documentation gateway

Committee draft report	PE615.366	19/12/2017	EP	
Amendments tabled in committee	PE616.846	08/02/2018	EP	
Committee report tabled for plenary, single reading	A8-0155/2018	02/05/2018	EP	Summary
Text adopted by Parliament, single reading	T8-0235/2018	31/05/2018	EP	Summary
Commission response to text adopted in plenary	SP(2018)516	26/09/2018	EC	

Odometer manipulation in motor vehicles: revision of the EU legal framework

The Committee on Transport and Tourism adopted the own-initiative report by Ismail ERTUG (S&D, DE) with recommendations to the Commission on odometer manipulation in motor vehicles: revision of the EU legal framework.

As a reminder, odometer tampering, i.e. the malpractice of deliberate and unauthorised altering of the real mileage of a vehicle shown on its odometer, is a serious and widespread problem throughout the whole European Union especially in cross-border trade and harms third countries, which import second-hand cars from the European Union.

Studies estimate the share of tampered vehicles between 5 % and 12 % of used cars in national sales and between 30 % and 50 % in cross-border sales, accumulating to a total economic damage between EUR 5.6 and 9.6 billion in the whole Union.

In the absence of a common, integrated system for exchange of information between Member States, there is an increased risk of legalising a mileage reading already manipulated before its initial verification in the country in which the car will ultimately be registered and where there are already measures to register the vehicle and verify its mileage.

Tackling odometer fraud by swiftly establishing uniform rules to prevent manipulation will fundamentally enhance security and certainty in the cross-border purchases of vehicles hence reducing the scale of unfair practices and also bringing substantial benefits to millions of Europeans consumers.

Odometer manipulation is prohibited in 26 Member States, only ten of them have additional measures to verify the mileage available to customers and only six recognise odometer manipulation as criminal offence. The hardware and software used for tampering with odometers are freely available in the Union and that is not classified as a criminal offence and whereas more Member States are on the way to criminalising activities connected with the illegal manipulation of meter readings.

Against this background, Members requested the Commission to:

- submit a legislative framework that requires Member States to create legal, technical and operational barriers in order to make odometer manipulations impossible, following the recommendations set out in this report and the Annex hereto within a timeframe of twelve months after the adoption of this report by the European Parliament;
- ensure that the same legal and technical barriers are also applied to imports from non-EU countries;
- strengthen type approval for in-car security, especially for the technical measures against odometer fraud but also in light of the increase of connected cars;
- establish clear criteria for effectively checking the safety of odometers, to adjust those requirements if necessary, within the shortest timeframe possible and to report to the Parliament about the effectiveness of the regulation;
- propose a legislative framework for Member States to set up comparable and mutually compatible national data collection mechanisms, based on existing best practices, that will provide frequent and reliable mileage data collection, starting at the time of a vehicles first registration and allow for international exchange;
- proactively inform consumers and stakeholders about existing measures against odometer fraud and about ways to detect and prevent odometer manipulation;
- make participation in EUCARIS (the European Car and driving license Information System) mandatory and to implement it as a vehicle information platform thus facilitating mileage verification throughout the whole Union with a view to reducing the possibilities for odometer manipulation;
- provide for a legal framework enabling the Member States to register mandatory odometer readings from periodical technical inspections, from each inspection, service, maintenance operation and repair carried out, and from other garage visits, starting with the vehicles first registration;
- conduct a cost-benefit-analysis for a blockchain based solution within twelve months after the adoption of this report by the European Parliament, including security, transparency and protection of data;
- submit a proposal for an act on measures tackling odometer manipulation;

Member States are called on to:

- create or amend legislation on odometer manipulation in order to make it a criminal offence including the provision of hardware, software and the related services required for unauthorised manipulation since tampering leads to incorrect assessment of vehicle roadworthiness and thus has a negative impact on road safety;
- provide sufficient human and financial resources for the effective, non-discriminatory and proportionate enforcement of this legislation.

Odometer manipulation in motor vehicles: revision of the EU legal framework

The European Parliament adopted by 577 votes to 32, with 19 abstentions, a resolution containing with recommendations to the Commission on odometer manipulation in motor vehicles: revision of the EU legal framework.

Members recalled that odometer tampering, i.e. the malpractice of deliberate and unauthorised altering of the real mileage of a vehicle shown on its odometer, is a serious and widespread problem throughout the whole European Union especially in cross-border trade and harms third countries, which import second-hand cars from the European Union.

Studies estimate the share of tampered vehicles between 5 % and 12 % of used cars in national sales and between 30 % and 50 % in cross-border sales, accumulating to a total economic damage between EUR 5.6 and 9.6 billion in the whole Union.

Tackling odometer fraud by swiftly establishing uniform rules to prevent manipulation will fundamentally enhance security and certainty in the cross-border purchases of vehicles hence reducing the scale of unfair practices and also bringing substantial benefits to millions of Europeans consumers.

Odometer manipulation is prohibited in 26 Member States, only ten of them have additional measures to verify the mileage available to customers and only six recognise odometer manipulation as criminal offence.

In this context, Parliament asked the Commission to submit, on the basis of Article 91(1) and Article 114 of the Treaty on the Functioning of the European Union (TFEU), a legislative framework that requires Member States to create legal, technical and operational barriers in order to make odometer manipulations impossible within a timeframe of twelve months after the adoption by Parliament of this resolution.

Parliament recommended that the proposal be structured around the following aspects:

Fostering technical solutions and type approval: in order to make the manipulation of odometer readings more difficult, a higher level of invehicle security for odometer data should be established. This is to be achieved by including the following in the proposal:

- monitoring of the implementation of point (f) of Article 5 (3) of [Regulation \(EU\) 2017/1151](#) and submit a report with the results to Parliament as soon as possible;
- establishing clear requirements for securing odometer readings against manipulation ;
- introducing a test method or apply the Common Criteria for Information Technology Security Evaluation for the preventive solutions provided for in Regulation (EU) 2017/1151 regarding odometer fraud.

Database systems: an EU-wide solution is essential as isolated national initiatives are not able to prevent odometer fraud in cross-border trading of second-hand vehicles. Therefore, the proposed act should contain the following measures:

- the mandatory odometer reading recordings provided for in [Directive 2014/45/EU](#) should be made available for cross-border exchange and on request also to customers;
- create a legal framework for setting up comparable mileage recording databases in the Member States, ensuring international exchange and access to information, based on existing best practice that provides frequent and reliable mileage data recording;
- existing odometer reading databases on Member States level should be interconnected, compatible and interoperable on EU-level and allow for international data exchange while existing infrastructure like Eucaris should be used for a cost-effective and timely implementation;
- data protection rules should be respected;
- buyers of second-hand vehicles should be provided with a means to verify, before the purchase, the accuracy of the odometer reading of the car, based on the collected mileage data from that vehicle regardless of the Member State in which it was previously registered.

Block chain operation: blockchain technology can ultimately provide a reliable tool by which to secure data in a network and to help prevent manipulation of data entries. Parliament proposes:

to assess the potential costs and benefits of establishing a European blockchain network for odometer readings and to create the necessary legal and regulatory framework in case of a positive assessment;

to make it compulsory to record mileage readings during the periodical technical inspection (PTI) and makes these recordings available for the subsequent PTIs, but only addresses mileage recordings during roadworthiness tests from the first roadworthiness inspection onwards.

Lastly, the measures should provide that odometer fraud should be regarded as an offence committed both by the person who orders the meter reading to be changed (the car owner) and by the person who changes the meter reading, and should be punishable by effective, proportionate, dissuasive and non-discriminatory penalties that follow a highly comparable standard in the whole Union.