

REPUBLICA E KOSOVËS - REPUBLIKA KOSOVA - REPUBLIC OF KOSOVA  
QEVERIA E KOSOVËS - VLADA KOSOVA - GOVERNMENT OF KOSOVA  
ZYRA E KRYEMINISTRIT - URED PREMIJERA - OFFICE OF THE PRIME MINISTER  
SEKTORI I ARKIVËS - SEKTOR ARCHIVE - ARCHIVE SECTOR

Nr. Prot. 3421/2  
Njësi Orig. 02.9  
Data 21/11/2016  
PL



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
**Qeveria - Vlada - Government**

*Zyra e Kryeministrit - Ured Premijera - Office of the Prime Minister*

*Sekretari i Përgjithshëm - Generalni Sekretar - General Secretary*

Dt. 21.11.2016  
Nr: 281 /2016

Isa Mustafa,  
Kryeministër i Republikës së Kosovës

**Lënda:** Rekomandim për aprovimin e Projektligjit për Automjete

I nderuar z. Kryeministër,

Në pajtim me nenin 93 (4) të Kushtetutës së Republikës së Kosovës dhe me nenin 19, paragrafi 6.2 të Rregullores së Punës së Qeverisë së Republikës së Kosovës, rekomandojmë aprovimin e Projektligjit për Automjete në afatin e paracaktuar si vijon më poshtë;

Normal	Prioritet i Lartë	Urgjent
7 ditë	3 ditë	Brenda ditës

Bashkangjitur me këtë rekomandim mund t'i gjeni dokumentet e mëposhtme:

- 1) Projektligjin përkatës;
- 2) Memorandumin shpjegues, që përfshin deklaratat respektive nga ZL;
- 3) Certifikatën e Sekretarit të Përgjithshëm mbi Përputhshmërinë Procedurale të Projektligjit.

Sinqerisht,

Fitim Krasniqi,  
Sekretar i Përgjithshëm në ZKM



**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
*Qeveria-Vlada-Government*

*Zyra e Kryeministrit-Ured Premijera-Office of the Prime Minister*

*Sekretari i Përgjithshëm-Generalni Sekretar-General Secretary*

**Dt. 21.11.2016**  
No: 281 /2016

Isa Mustafa,  
Prime Minister of Republic of Kosovo

**Subject:** Recommendation for approval of the Draft Law on Vehicle

Dear Prime Minister,

Pursuant to article 93 (4) of the Constitution of Republic of Kosovo and articles 19, paragraph 6.2 of the Rules of Procedure of the Government we recommend to approve the Draft Law on Vehicle, within the timeline as defined below:

<b>Normal</b>	<b>High Priority</b>	<b>Urgent</b>
7 days	3 days	within the day

Please find attached with this recommendation the following documents:

- 1) The Draft Law;
- 2) Explanatory Memorandum that contains respective statements by LO;
- 3) Certification of the General Secretary on Procedural Compliance of the Draft Law.

Sincerely,

Fitim Krasniqi,  
General Secretary of the OPM



**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
*Qeveria-Vlada-Government*

*Zyra e Kryeministrit-UredPremijera-Office of the Prime Minister*

*Sekretari i Përgjithshëm-Generalni Sekretar-General Secretary*

**Dt.21.11.2016**

**Br: 281 /2016**

Isa Mustafa,  
Premier Vlade Republike Kosovo

**Predmet:** Preporuka za usvajanje Nacrt Zakon o Vozilima

Poštovani Premijer,

U skladu sa članom 93 (4) Ustava Republike Kosova i članom 19 tačka 6.2 o Pravilnik o radu Vlade Republika Kosova, preporučujemo usvajanj Nacrt Zakon oVozilima, u dole utvrđenom roku:

**Normalan**

7 dana

**Visoki prioritet**

3 dana

**Hitno**

u toku dana

U prilogu ove preporuke možete naći sledeća dokumenta:

- 1) Nacrt Zakon;
- 2) Memorandum sa objašnjenjima koji obuhvata i odgovarajuće izjave od strane ZK;
- 3) Certifikat Generalnog sekretara o proceduralnoj usaglašenosti Nacrt Zakon.

Iskreno,

Fitim Krasniqi,  
Generalni Sekretar UP-a



**Republika e Kosovës**  
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*Qeveria-Vlada-Government*

*Zyra e Kryeministrit-Ured Premijera-Office of the Prime Minister*

*Sekretari i Përgjithshëm-Generalni Sekretar-General Secretary*

**Dt.21.11.2016**  
**Nr: 281 /2016**

**CERTIFIKATA E PËRPUTHSHMËRISË PROCEDURALE E PROJEKTLIGJIT  
PËR AUTOMJETE**

Në zbatim të nenit 10, paragrafi 5 dhe nenit 36, të Rregullores për Punën e Qeverisë së Republikës së Kosovës, deklaroj se Projektligji për Automjete, ka kaluar në të gjitha fazat procedurale të parashikuara nga Rregullorja e Punës së Qeverisë së Republikës së Kosovës.

Me respekt,

Fitim Krasniqi,  
Sekretar i Përgjithshëm në ZKM





**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
*Qeveria-Vlada-Government*

*Zyra e Kryeministrit-Ured Premijera-Office of the Prime Minister*

*Sekretari i Përgjithshëm-Generalni Sekretar-General Secretary*

Dt.21.11.2016  
No: 281/2016

**CERTIFICATION ON PROCEDURAL COMPLIANCE OF THE DRAFT LAW  
ON VEHICLE**

Pursuant to Article 10, paragraph 5 and article 36, of the Rules of Procedure of the Government Republic of Kosovo, I declare that the Draft Law on Vehicle has been preceded according to the Rules of Procedure of the Government of Republic of Kosovo.

Sincerely,

Fitim Krasniqi,  
General Secretary in OPM



**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
*Qeveria-Vlada-Government*

*Zyra e Kryeministrit-Ured Premijera-Office of the Prime Minister*

*Sekretari i Përgjithshëm-Generalni Sekretar-General Secretary*

**Dt.21.11.2016**  
**Br: 281 /2016**

**CERTIFIKAT O PROCEDURALNOJ USAGLAŠENOSTIO NACRT ZAKON O VOZILIMA**

Na osnovu člana 10, stav 5 i člana 36 Pravilnika o Radu Vlade Republika Kosova, izjavljujemo usaglašenostio Nacrt Zakon o Vozilima, prošao kroz sve faze postupka predvidjene Pravilnikom o radu Vlade Republika Kosova.

Iskreno,

Fitim Krasniqi,  
Generalni Sekretar UP-a

REPUBLIKA E KOSOVËS - REPUBLIKA KOSOVA - REPUBLIC OF KOSOVA  
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Njësia Org. Org. Index / Org. Unit 02.9 Nr. Prot. Prot. No. 3421  
 Nr. Trajeve / No. Pages PL Data: 09.11.2016  
 Prishtinë / a

REPUBLIKA E KOSOVËS - REPUBLIKA KOSOVA - REPUBLIC OF KOSOVA  
 MINISTRIA E INFRASTRUKTURËS  
 MINISTARSTVO INFRASTRUKTURE  
 MINISTRY OF INFRASTRUCTURE

Nr. Prot. Prot. No. 5819  
 Data: 09.11.16  
 Prishtinë / a



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
**Qeveria - Vlada - Government**  
 Ministria e Infrastrukturës  
 Ministarstvo Infrastrukture / Ministry of Infrastrukture

REFERENCE:	<u>5819</u>
Date:	<u>09.11.16</u>
PËR/ZA/TO:	Jeton Oruqi, Drejtor në ZL-ZKM
PËRMES/PREKO/THROUGH:	Lutfi Zharku, Ministër Xhelil Bekteshi, Sekretar i Përgjithshëm
NGA/OD/FROM:	Skender Gashi, Drejtor i Departamentit Ligjor
TEMA/SUBJEKAT/SUBJECT:	<i>Shkresa përcjellëse për draftin përfundimtar të Projektligjit Për Automjete</i>



I nderuar z. Oruqi,

Duke u bazuar në Nenin 36 të Rregullores së Punës së Qeverisë Nr. 09/2011, ju dërgojmë versionin përfundimtar të Projektligjit Për Automjete, i iniciuar dhe hartuar nga Ministria e Infrastrukturës dhe kërkojmë që ky Projektligj Për Automjete t'i nënshtrohet procedurës së mëtejme për shqyrtim dhe miratim në mbledhjen e Qeverisë.

Bashkëngjitur gjeni dokumentet si në vijim:

1. Draftin Përfundimtar të Projektligjit;
2. Memorandumin Shpjegues të Projektligjit;
3. Vlerësimin Paraprak Financiar;
4. Tabelat e Përputhshmërisë (DeP) Republika e Kosovës - Bashkimi Eurpian/Bashkimi Eurpian/ Republika e Kosovës;
5. Deklaratën e përputhshmërisë së legjislacionit të Republikës së Kosovës me Acquis të Be-së;
6. Opinioni i Përputhshmërisë me Acquis të BE-së nga Ministria përkatëse për Integritim Evropian.

Me respekt !



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
**Qeveria - Vlada - Government**  
*Ministria e Infrastrukturës*  
*Ministarstvo Infrastrukture / Ministry of Infrastrukture*



REFERENCE:	5819
Date:	09.11.16
PËR/ZA/TO:	Jeton Oruqi, Director of LO-OPM
PËRMES/PREKO/THROUGH:	Lutfi Zharku, Minister Xhelil Bekteshi, Secretary General
NGA/OD/FROM:	Skender Gashi, Director of Legal Department
TEMA/SUBJEKAT/SUBJECT:	Accompanying documents on the final Draft Law on Vehicle

Dear Mr. ~~Kajtazi~~ Oruqi, Xhelil

Pursuant to Article 36 of Regulation No. 09/2011 on the Rules of Government Procedure, I am sending you the final Draft Law on Vehicle, initiated and drafted by the Ministry of Infrastructure and we ask that this normative Draft Law on Vehicle be subjected to further procedures of examination and approval in the Government meeting.

Attached please find the following documents:

1. Final Draft Law;
2. Explanatory Memorandum of the Draft law;
3. Previous Financial Estimation;
4. Table of Compliance (ToC) Republic of Kosovo – European Union / European Union-Republic of Kosovo;
5. Statement of Compliance of Legislation of the Republic of Kosovo with the EU Acquis;
6. Opinion on Compliance with the EU Acquis by the relevant Ministry for European Integration.

Yours sincerely!





**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
**Qeveria - Vlada - Government**  
*Ministria e Infrastrukturës*  
*Ministarstvo Infrastrukture / Ministry of Infrastrukture*

MINISTRIA E INFRASTRUKTURËS MINISTARSTVO INFRASTRUKTURE MINISTRY OF INFRASTRUCTURE	
Proj. No. Proj. No.	04
Proj. No. Proj. No.	5819
Date Datum	09.11.16
Date Datum	03

REFERENCË:	5819
Datë:	09.11.16
PËR/ZA/TO:	Jeton Oruqi, Direktor PK -KPR
CC:	
PËRMES/PREKO/THROUGH:	Lutfi Zharku, Ministar Xhelil Bekteshi, Generalni Sekretar
NGA/OD/FROM:	Skender Gashi, Direktor za pravne poslove
TEMA/SUBJEKAT/SUBJECT:	Prateçi dopis o konačnoj verziji Nacrt Zakona o Vozilima

Poštovani g. *Kajtazi Oruqi*  
Na osnovu člana 36 Pravilnika br. 09/2011 o radu Vlade, dostavljamo vam ,konačnu verziju *Nacrt Zakona o Vozilima*, iniciran i izradjen od Ministarstva Infrastrukture i tražimo da *Nacrt Zakona o Vozilima* podleže daljoj proceduru za razmatranje i usvajanje na sednici Vlade.

U prilogu dostavljamo vam:

1. Završni Nacrt zakona;
2. Memorandum sa objašnjenjima nacrt zakona;
3. Prethodna finansijska procena;
4. Tabela usgalašenosti (ToU) Republike Kosova – Evropska Unija / Evropska Unija- Republike Kosova;
5. Deklaracija o usaglašenosti zakonodavstva republike kosova sa *acquis eu-a*;
6. Mišljenje o usklađenost sa pravnim tekovinama EU od Ministarstvo za evropske integracije.

S poštovanjem!

REPUBLICA E KOSOVËS/REPUBLIKA KOSOVA/REPUBLIC OF KOSOVO  
 Qeveria e Kosovës / Vlada Kosova / Government of Kosovo  
 Ministria e Financave / Ministarstvo za Finansije  
 Ministry of Finance  
 Arkiva - Arhiva - Archive

Nr. i foleve  
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 No. pages: 09

Nr. Prot.  
 Br. Prot.  
 Prot. No: 2021-1

Data  
 Datum  
 Date: 12.10.2016

Dalëse  
 PRISHTINE/A



MINISTRIA E INFRASTRUKTURËS  
 MINISTARSTVO INFRASTRUKTURE  
 MINISTRY OF INFRASTRUCTURE

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13.10.16

**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**

*Qeveria -Vlada- Government*  
*Ministria e Financave*  
*Ministarstvo za Finansije - Ministry of Finance*

*Departamenti i Buxhetit - Budget Department - Budzet Departament*

<b>DATE</b>	10.10.2016
<b>REFERENCË</b>	Nr. 253
<b>PËR/ZA/TO:</b>	z. Skender Gashi, Drejtor i Departamentit Ligjor, Ministria e Infrastrukturës
<b>CC:</b>	z. Xhelil Bekteshi, Sekretar i Përgjithshëm, Ministria e Infrastrukturës
<b>PËRMES/PREKO/THROUGH:</b>	z. Naim Baftiu, Sekretar i Përgjithshëm, Ministria e Financave
<b>NGA/OD/FROM:</b>	pea: Salvador Elmazi, Drejtor i Departamentit të Buxhetit, Ministria e Financave <i>Opinion</i>
<b>TEMA/SUBJEKAT/SUBJECT:</b>	Opinionit i Departamentit të Buxhetit për vlerësimin e ndikimit buxhetor për Projektligjin për Automjete

I nderuari z. Gashi,

Bazuar në kërkesën për vlerësimin e ndikimit buxhetor për Projektligjin për Automjete, të paraqitur nga Ministria e Infrastrukturës (në vijim MI); Formularin e Vlerësimit të Ndikimit Buxhetor të përgatitur nga MI-ja, obligimin sipas Nenit 9 të Ligjit Nr. 03/L-221 për Ndryshimin dhe Plotësimin e Ligjit Nr.03/L-048 për Menaxhimin e Financave Publike dhe Përgjegjësitë, dhe Nenin 17 të Ligjit Nr. 05/L-071 për Buxhetin e vitit 2016.

Departamenti i Buxhetit, paraqet me sa vijon:

**I. ASPEKTE TË PËRGJITHSHME TË PROJEKTLIGJIT**

Qëllimi i këtij projektligji është përcaktimi i kushteve bazë të pajisjeve dhe instalimeve të cilat duhet ti ketë mjeti, dimensionit, masa më e madhe e lejuar dhe ngarkesat boshtore e mjetit si dhe kushtet të cilat duhet ti plotësoj mjeti në komunikacion, kushtet për importim, miratimin e tipit të mjetit, pjesës përbërëse, njësisë së pavarur teknike, kontrollimi i rregullsisë teknike në rrugë, regjistrimin e automjeteve, automjetet te cilat kanë dalë prej përdorimit si dhe çështjet tjera lidhura me to.



## II. OPINIONI PËR VLERËSIMIN E NDIKIMIT BUXHETOR (VNB) NGA ORGANI PROPOZUES

Ministria e Infrastrukturës, si organ propozues ka përgatitur vlerësimin e ndikimit buxhetor të këtij projektligji dhe e ka paraqitur përmes formularit të vlerësimit të ndikimit buxhetor, sipas të cilit vlerësohet dhe planifikohet se ky projektligji, për t'u zbatuar kushton 5,038,200 € për periudhën 2017-2019. Kjo kosto për zbatimin e këtij projektligji e shpërndarë nëpër vite dhe kategori ekonomike është me sa vijon:

Vitet	2017	2018	2019
Kategoria Ekonomike			
Paga dhe Mëditje	962,400	962,400	962,400
Mallra dhe Shërbime	717,000	717,000	717,000
<b>Gjithsejtë</b>	<b>1,679,400</b>	<b>1,679,400</b>	<b>1,679,400</b>

### *Opinioni i departamentit të Buxhetit – Ministria e Financave për Vlerësimin e Ndikimit Buxhetor*

Ministria e Financave-Departamenti i Buxhetit shpreh opinionin e pavarur në lidhje me Vlerësimin e Ndikimit Buxhetor të paraqitur nga Ministria e Tregtisë dhe Industrisë si vijon:

Ndarjet Buxhetore me Ligjin e Buxhetit për vitin 2016 si dhe vlerësimet në KASH 2017-2019 për Institucionet që janë përgjegjëse për zbatimin e këtij projektligji janë :

- Departamenti i Automjeteve- Ministria e Infrastrukturës (MI),
- Departamenti i Inspektoratit- Ministria e Infrastrukturës (MI),
- Agjencioni për Rexhistrimin Civil- Ministria e Punëve të Brendshme (MPB) dhe
- Policia e Kosovës- Ministria e Punëve të Brendshme (MPB)

Vitet	2017	2018	2019
Kategoria Ekonomike			
Paga dhe Mëditje	962,400	962,400	962,400
Mallra dhe Shërbime	267,000	267,000	267,000
<b>Gjithsejtë</b>	<b>1,279,400</b>	<b>1,279,400</b>	<b>1,279,400</b>

Siç shihet nga tabelat e mësipërme kemi të bëjmë me një projektligji i cili krijon kosto shtesë buxhetore mbi ndarjet e aprovuara me KASH 2017-2019 në shumë prej 1,350,000 € dhe e shpërndarë nëpër kategori ekonomike dhe vite si vijon:

Vitet	2017	2018	2019
Kategoria Ekonomike			
Mallra dhe Shërbime	450,000	450,000	450,000
<b>Gjithsejtë</b>	<b>450,000</b>	<b>450,000</b>	<b>450,000</b>

Kjo kosto shtesë nuk është planifikuar me projeksionet e KASH-it 2017-2019 për MI-në, pasi që kjo kosto ka të bëjë vetëm me MI-ja, ndërsa MPB-ja aktivitet të cilat i caktohen në këtë projektligj do të zbatohet në kuadër të ndarjeve të rregullta buxhetore të cilat janë të projektuara në KASH-in 2017-2019.

Kostoja shtesë kryesisht ka të bëjë me aktivitetet të cilat kanë të bëjnë me kontrollin mobil të automjeteve (neni 103, 104, 109), pasi që për këtë qëllim do të shfrytëzohen pajisjet e operatorëve privat përmes shërbimeve kontraktuese.

### **Përfundim**

**Departamenti i Buxhetit shpreh opinionin e vet të pavarur të vlerësimit të ndikimit buxhetor për Projektligjin për Automjete, sipas të cilit vlerësojmë se ky projektligj në aspektin buxhetor krijon kosto shtesë buxhetore për Ministrinë e Infrastrukturës në shumë prej 1,350,000 € në kategorinë ekonomike të mallrave dhe shërbimeve.**

**Kostoja shtesë e lartpërmendur nuk është paraparë në dokumentin e KASH-it 2017-2019 për Ministrinë e Infrastrukturës.**

Përgatitur nga:

Milaim Aliu, analist i buxhetit për ministri





**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**

**Qeveria - Vlada- Government**  
**Ministria e Financave**  
**Ministarstvo za Finansije - Ministry of Finance**

*Departamenti i Buxhetit - Budget Departament - Budzet Departament*

<b>DATE</b>	10.10.2016
<b>REFERENCË</b>	Nr. 253
<b>PËR/ZA/TO:</b>	gjin. Skender Gashi, Direktor pravnog odeljenja, Ministarstvo finansija
<b>CC:</b>	gjin. Xhelil Bekteshi, Generalni sekretar, Ministrstvo infrastrukture
<b>PËRMES/PREKO/THROUGH:</b>	gjin. Naim Baftiu, Generalni sekretar, Ministarstvo finansija
<b>NGA/OD/FROM:</b>	Salvador Elmazi, Direktor odeljenja za budzet, Ministarstvo finansija
<b>TEMA/SUBJEKAT/SUBJECT:</b>	Mišljenje odeljenja za budzet o proceni uticaja na budzet nacrta zakona za vozila

Poštovani gjin. Gashi,

Na osnovi zahteva za procenu uticaja na budzet nacrta zakona za vozila, predstavljeno od Ministarstva infrastrukture (nadalje MI), formularu za procenu uticaja na budzet pripremljenog od MI, obavezi prema članu 9 Zakona br. 03/L-221 o izmenama i dopunama Zakona br. 03/L-048 o upravljanju javnim finansijama i članu 17 Zakona br. 05/L-071 o budzetu godine 2016. Odeljenje za budzet predstavlja sledezet predstavljia sledeće:

## **I. OPŠTE ASPEKTE NACRTA ZAKONA**

Svrha ovog zakona je utvrditi osnovne uvete opreme i postrojenja koje moraju imati vozila, najveća dopuštena mera i osovinsko opterećenje vozila te uvete koje moraju udovoljavati vozila u prometu, uvete za uvoza, odobravanje vrste vozila, sastavni delovi, neovisne tehničke jedinice, kontrola tehničke pravilnosti na cesti, registracije vozila, vozila koja su van uporabe, kao i druga slična pitanja vezana uz.

## II. MIŠLJENJE O PROCENI UTICAJA NA BUDŽET (PUB) OD SPONZORA

Ministarstvo infrastrukture kao predlagačje pripremila procenu uticaja na budžet ovog nacrta zakona i predstavio ga kroz procenu uticaja na budžet, prema kojem se procenjuje i planira da ovaj nacrt zakona da bi se implementirao košta 5,038,200 € za period 2017-2019. Ovaj trošak za implementaciju ovog zakona podelen po godinama i ekonomskim kategorijama izgleda kao u nastavku:

Godine	2017	2018	2019
Ekonomska kategorija			
Plate i dnevnice	962,400	962,400	962,400
Robe i usluge	717,000	717,000	717,000
<b>Ukupno</b>	<b>1,679,400</b>	<b>1,679,400</b>	<b>1,679,400</b>

### Mišljenje Odeljenja za budžet - Ministarstvo finansija o proceni uticaja na budžet

Ministarstvo finansija – Odeljenje za budžet izražava svoje nezavisno mišljenje u vezi sa procenom uticaja na budžet predstavljenog od Ministarstva finansija – Odeljenje za budžet izražava svoje neovisno mišljenje u vezi sa uticajem na budžet predstavljenog od Ministarstva za trgovinu i industriju u nastavku:

Budžetske podelepo Zakonu za budžet 2016 i procene u SOR-u 2017-2019 za institucije koje su odgovorne za provedbu ovog zakona su:

- Odeljenje za vozila – Ministarstvo infrastrukture (MI),
- Odeljenje inspektorata – Ministarstvo infrastrukture (MI),
- Agencija za civilnu registraciju – Ministarstvo unutarnjih poslova (MUP) i
- Policija Kosova – Minsitarstvo unutarnjih poslova (MUP).

Godine	2017	2018	2019
Ekonomska kategorija			
Plate i dnevnice	962,400	962,400	962,400
Robe i usluge	267,000	267,000	267,000
<b>Sveukupno</b>	<b>1,279,400</b>	<b>1,279,400</b>	<b>1,279,400</b>

Kao što se vidi iz tablica iznad, radi se o nacrtu zakona koji stvara budžetske troškove više od odbrenih sredstava SOR-om 2017-2019 u iznosu od 1,350,000 € koje su podelene po sledećim ekonomskim kategorijama:

Godine	2017	2018	2019
Ekonomska kategorija			
Robe i usluge	450,000	450,000	450,000
<b>Sveukupno</b>	<b>450,000</b>	<b>450,000</b>	<b>450,000</b>

Ovaj trošak nije planiran projekcijama u SOR-u 2017-2019 za MI, pošto je ovaj trošak u vezi sa MI, a MUP-u kojem se određuju aktivnosti ovim zakonom će implementirati zakon u okviru redovitih budžetskih podela koje su projektirane u SOR-u 2017-2019.

Dodatni trošak uglavnom je u vezi aktivnosti kontrole vozila (član 103, 104, 109), pošto će se za ovaj cilj koristiti oprema privatnih operatora preko ugovorenih usluga.

#### **Zaključak,**

**Odeljenje za budžet izražava svoje neovisno mišljenje o proceni uticaja na budžet nacrt zakona o vozilima, prema kojem se procenjuje da ovaj zakon u aspektu budžeta stvara dodatne troškove za Ministarstvo infrastrukture u iznosu od 1,350,000 € u ekonomskoj kategoriji roba i usluga. Dodatni napomenuti trošak nije predviđen u dokumentu SOR-a 2017-2019 za Ministarstvo infrastrukture.**

Pripremljen od:

Milaim Aliu, analitičar budžeta za ministarstvo \_\_\_\_\_,

REPUBLIKA E KOSOVËS/REPUBLIKA KOSOVA/REPUBLIC OF KOSOVO Qeveria e Kosovës / Vlada Kosova / Government of Kosovo Ministria e Financave / Ministarstvo za Finansije Ministry of Finance Arkiva - Arhiva - Archive			
Njësitë Org. Org. Jedin Org. Unit	06	Nr. Prot. Br. Prot. Prot. No.	2021/1
Nr. i Faqes Straj. Stranica No. pages	7	Data Datum Date	13/10/2016
PRISHTINËJA			



REPUBLIKA E KOSOVËS/REPUBLIKA KOSOVA/REPUBLIC OF KOSOVO Ministria e Infrastrukturës / Ministarstvo za Infrastrukturu Ministry of Infrastructure			
	04	Nr. Prot. Br. Prot. Prot. No.	5142
	05	Data Datum Date	14.10.16
PRISHTINËJA			

**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**

*Qeveria - Vlada - Government*  
*Ministria e Financave*  
*Ministarstvo za Finansije - Ministry of Finance*

*Departamenti i Buxhetit - Budget Department - Budzet Department*

<b>DATË</b>	10.10.2016
<b>REFERENCË</b>	Nr. 253
<b>PËR/ZA/TO:</b>	gdin. Skender Gashi, Direktor pravnog odeljenja, Ministarstvo finansija
<b>CC:</b>	gdin. Xhelil Bekteshi, Generalni sekretar, Ministrstvo infrastrukture
<b>PËRMES/PREKO/THROUGH:</b>	gdin. Naim Baftiu, Generalni sekretar, Ministarstvo finansija
<b>NGA/OD/FROM:</b>	Salvador Elmazi, Direktor odeljenja za budzet, Ministarstvo finansija
<b>TEMA/SUBJEKAT/SUBJECT:</b>	Mišljenje odeljenja za budzet o proceni uticaja na budzet nacrt zakona za vozila

Poštovani gdin. Gashi,

Na osnovi zahteva za procenu uticaja na budzet nacrt zakona za vozila, predstavljenog od Ministarstva infrastrukture (nadalje MI), formularu za procenu uticaja na budzet pripremljenog od MI, obavezi prema članu 9 Zakona br. 03/L-221 o izmenama i dopunama Zakona br. 03/L-048 o upravljanju javnim finansijama i članu 17 Zakona br. 05/L-071 o budžetu godine 2016. Odeljenje za budzet predstavlja sledežet predstavlja sledeće:

**I. OPŠTE ASPEKTE NACRTA ZAKONA**

Svrha ovog zakona je utvrditi osnovne uvete opreme i postrojenja koje moraju imati vozila, najveća dopuštena mera i osovinsko opterećenje vozila te uveti koje moraju udovoljavati vozila u prometu, uvete za uvoza, odobravanje vrste vozila, sastavni delovi, neovisne tehničke jedinice, kontrola tehničke pravilnosti na cesti, registracije vozila, vozila koja su van uporabe, kao i druga slična pitanja vezana uz.



## II. MIŠLJENJE O PROCENI UTICAJA NA BUDŽET (PUB) OD SPONZORA

Ministarstvo infrastrukture kao predlagačje pripremila procenu uticaja na budžet ovog nacrtu zakona i predstavio ga kroz procenu uticaja na budžet, prema kojem se procenjuje i planira da ovaj nacrt zakona da bi se implementirao košta 5,038,200 € za period 2017-2019. Ovaj trošak za implementaciju ovog zakona podelen po godinama i ekonomskim kategorijama izgleda kao u nastavku:

Godine	2017	2018	2019
Ekonomska kategorija			
Plate i dnevnice	962,400	962,400	962,400
Robe i usluge	717,000	717,000	717,000
<b>Ukupno</b>	<b>1,679,400</b>	<b>1,679,400</b>	<b>1,679,400</b>

### *Mišljenje Odeljenja za budžet - Ministarstvo finansija o proceni uticaja na budžet*

Ministarstvo finansija – Odeljenje za budžet izražava svoje nezavisno mišljenje u vezi sa procenom uticaja na budžet predstavljenog od Ministarstva finansija – Odeljenje za budžet izražava svoje neovisno mišljenje u vezi sa uticajem na budžet predstavljenog od Ministarstva za trgovinu i industriju u nastavku:

Budžetske podelepo Zakonu za budžet 2016 i procene u SOR-u 2017-2019 za institucije koje su odgovorne za provedbu ovog zakona su:

- Odeljenje za vozila – Ministarstvo infrastrukture (MI),
- Odeljenje inspektorata – Ministarstvo infrastrukture (MI),
- Agencija za civilnu registraciju – Ministarstvo unutarnjih poslova (MUP) i
- Policija Kosova – Minsitarstvo unutarnjih poslova (MUP).

Godine	2017	2018	2019
Ekonomska kategorija			
Plate i dnevnice	962,400	962,400	962,400
Robe i usluge	267,000	267,000	267,000
<b>Sveukupno</b>	<b>1,279,400</b>	<b>1,279,400</b>	<b>1,279,400</b>

Kao što se vidi iz tablica iznad, radi se o nacrtu zakona koji stvara budžetske troškove više od odbrenih sredstava SOR-om 2017-2019 u iznosu od 1,350,000 € koje su podelene po sledećim ekonomskim kategorijama:

Godine	2017	2018	2019
Ekonomska kategorija			
Robe i usluge	450,000	450,000	450,000
<b>Sveukupno</b>	<b>450,000</b>	<b>450,000</b>	<b>450,000</b>

Ovaj trošak nije planiran projekcijama u SOR-u 2017-2019 za MI, pošto je ovaj trošak u vezi sa MI, a MUP-u kojem se određuju aktivnosti ovim zakonom će implementirati zakon u okviru redovitih budžetskih podela koje us projektirane u SOR-u 2017-2019.

Dodatni trošak uglavnom je u vezi aktivnosti kontrole vozila (član 103, 104, 109), pošto će se za ovaj cilj koristiti oprema privatnih operatora pērko ugovorenih usluga.

### **Zaključak,**

**Odeljenje za budžet izražava svoje neovisno mišljenje o proceni uticaja na budžet nacrt zakona o vozilima, prema kojem se procenjuje da ovaj zakon u aspektu budžeta stvara dodatne troškove za Ministarstvo infrastrukture u iznosu od 1,350,000 € u ekonomskoj kategoriji roba i usluga. Dodatni napomenuti trošak nije predviđen u dokumentu SOR-a 2017-2019 za Ministarstvo infrastrukture.**

Pripremljen od:

Milaim Aliu, analitičar budžeta za ministarstvo



REPUBLIKA E KOSOVES / REPUBLIKA KOSOVA / REPUBLIC OF KOSOVO Qeveria e Kosovës / Vlada Kosova / Government of Kosovo Ministria e Financave / Ministarstvo za Finansije Ministry of Finance Arkiva - Arhiva - Archive	
Mjesia Org. Org.edin Org. Unit	Nr. Prot. Br. Prot. Prot. No: 2021/11
Nr. f. origjona Broj. stranic No. pages: 2	Data Datum Date: 13/10/2016
PRISHTINE/A	



**Republika e Kosovës  
Republika Kosova-Republic of Kosovo**

**Qeveria -Vlada- Government  
Ministria e Financave  
Ministarstvo za Finansije - Ministry of Finance**

*Departamenti i Buxhetit - Budget Department - Budzet Department*

<b>DATE</b>	10.10.2016
<b>REFERENCE</b>	Nr. 253
<b>PËR/ZA/TO:</b>	Mr. Skender Gashi, Head of Legal Department, Ministry of Infrastructure
<b>CC:</b>	Mr. Xhelil Bekteshi, Secretary General, Ministry of Infrastructure
<b>PËRMES/PREKO/THROUGH:</b>	Mr. Naim Baftiu, Secretary General, Ministry of Finance
<b>NGA/OD/FROM:</b>	Salvador Elmazi, Head of Budget Department, Ministry of Finance
<b>TEMA/SUBJEKAT/SUBJECT:</b>	Opinion of Budget Department on Budget Impact Assessment regarding the Draft Law on Vehicles.

Dear Mr. Gashi,

Based on the request for the budget impact assessment for the draft law on vehicles, presented by the Ministry of Infrastructure (hereinafter MI); the Budget Impact Assessment Form prepared by the MoI, the obligation under Article 9 of the Law no. 03 / L-221 on Amending and Supplementing the Law No.03 / L-048 on Public Financial Management and Accountability, and Article 17 of the Law no. 05 / L-071 on the 2016 Budget.

Budget Department presents as follows:

**I. GENERAL ASPECTS OF THE DRAFT LAW**

The purpose of this draft law is to define the basic conditions of equipment and installations which the vehicle must have, dimensions, the maximum measure permissible and the axle load of the vehicle and the conditions which must be met by the traffic vehicle, the conditions for import, the approval of the vehicle type, the component, the independent technical unit, control of technical regularity in the streets, registration of vehicles, vehicles which have gone out of use as well as other related issues.

## II. OPINION OF PROPOSING BODY ON BUDGET IMPACT ASSESSMENT

The ministry of infrastructure, as a proposing body has prepared the assessment of the budgetary impact of this draft law and submitted through the budgetary impact assessment form, according to which it is assessed that this draft law costs € 5,038,200 to be implemented for the period 2017- 2019. This cost for implementation of this draft law spread across years and economic categories is as follows

Years	2017	2018	2019
Economic Category			
Wages and Salaries	962,400	962,400	962,400
Goods and services	717,000	717,000	717,000
<b>Total</b>	<b>1,679,400</b>	<b>1,679,400</b>	<b>1,679,400</b>

### Opinion of budget department - Ministry of Finance on budget impact assessment

Ministry of Finance, the Department of Budget expresses its independent opinion about the Financial Impact Assessment submitted by the Ministry of Trade and Industry as follows:

Appropriations by the Budget Law for 2016 and estimates in the MTEF 2017-2019 for institutions that are responsible for the implementation of this draft law are:

- Department Of Vehicles- Ministry of Infrastructure (MI),
- Department of Inspectorate- Ministry of Infrastructure (MI),
- Agency for civil registry- Ministry of Interior Affairs (MIA) and
- The Kosovo police- Ministry of Internal Affairs (MIA)

Years	2017	2018	2019
Economic Category			
Wages and Salaries	962,400	962,400	962,400
Goods and Services	267,000	267,000	267,000
<b>Total</b>	<b>1,279,400</b>	<b>1,279,400</b>	<b>1,279,400</b>

As seen from the above tables, we are dealing with a draft law which incurs additional costs on approved appropriations by the MTEF 2017-2019 in the amount of € 1,350,000 and distributed across economic categories and years as follows:

Years	2017	2018	2019
Economic Category			
Goods and Services	450,000	450,000	450,000
<b>Total</b>	<b>450,000</b>	<b>450,000</b>	<b>450,000</b>


This additional cost is not planned by 2017-2019 MTEF projections for the MoI, as this cost has to do only with the MI, while the activities that are assigned in this draft law the MIA will apply them within the regular budget appropriations that are projected in the MTEF 2017-2019.

The additional cost is mainly related to the activity which relate to the mobile vehicle control (Article 103, 104, 109), since for this purpose will be used the private operators equipment through contracting services.

### **Conclusion**

**The Budget Department expresses its independent opinion regarding the budget impact assessment for the draft law on vehicles, according to which it is estimated that this draft law in the budgetary terms creates additional budgetary cost t for the Ministry of Infrastructure in the amount of 1,350,000 € in the economic category of goods and services.**

**The above additional cost is not foreseen in the 2017-2019 MTEF document for the Ministry of Infrastructure.**

Prepared by:  
Milaim Aliu, Budget Analyst at the Ministry 



**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
**Qeveria-Vlada-Government**  
**Ministria e Integritimit Evropian**  
**Ministarstvo za Evropske Integracije/Ministry of European Integration**

REFERENCË:	1531.2.2016
DATË:	02/11/2016
PËR/ZA/TO:	Skender Gashi, Drejtor i Departamentit Ligjor/ MI.
PËRMES/PREKO/THROUGH:	Mevludin Krasniqi, Zv. Ministër i Ministrisë së Integritimit Evropian  Demush Shasha, Sekretar i Përgjithshëm/ MIE.
NGA/OD/FROM:	Dukagjin Abdyl, u.d. Drejtor i Departamentit të Drejtës së BE-së / MIE.
TEMA/SUBJEKAT/SUBJECT:	Shkresa përcjellëse për Opinionin Ligjor të Përputhshmërisë me Acquis të BE-së për <b>“Projektligjin për Automjete”</b> .

I nderuari z.Gashi,

Duke u bazuar në Udhëzimin Administrativ nr. 03/2013 për Standardet e Hartimit të Akteve Normative dhe Rregulloren nr. 13/2013 për Shërbimin Ligjor Qeveritar, ju përcjellim Opinionin Ligjor të Përputhshmërisë me Acquis të BE-së **“Projektligjin për Automjete”** të lëshuar nga Ministria e Integritimit Evropian.

Me respekt!





**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**

*Qeveria*  
*Vlada - Government*  
*Ministria e Integritimit Evropian*  
*Ministarstvo Evropske Integracije - Ministry of European Integration*

**OPINIONI LIGJOR I PËRPUTHSHMËRISË ME LEGJISLACIONIN E BE-SË**

**02.11.2016**

Më datë 20 Tetor 2016, Ministria e Infrastrukturës, bazuar në Nenin 7 nënparagrafi 1.2 të Rregullores Nr. 09/2011 të Punës së Qeverisë së Republikës së Kosovës dhe Nenit 13 paragrafi 5 dhe 6 të Rregullores Nr. 13/2013 për Shërbimin Ligjor Qeveritar ka dorëzuar në Departamenti i së Drejtës së BE-së në Ministrinë e Integritimit Evropian për shqyrtim *Projektligjin për Automjetet*.

**1. SUBJEKTI**

Opinion ligjor për përputhshmërinë e *Projektligjin për Automjetet* me *acquis* të BE-së.<sup>1</sup>

**2. DOKUMENTET E BASHKANGJITURA**

Pjesë përbërëse e këtij Projektligji janë: drafti i projektligji në tri gjuhë (shqip, serbisht, anglisht), Memorandumi Shpjegues në tri gjuhë (shqip, serbisht, anglisht), Deklarata e Përputhshmërisë me *acquis* të BE-së në tri gjuhë (shqip, serbisht, anglisht) dhe Tabelat e Përputhshmërisë me *acquis* të BE-së në gjuhën angleze.

**3. PREAMBULA**

Në pajtim me Nenin 7 paragrafi 3 të Rregullores Nr. 09/2011 të Punës së Qeverisë së Republikës së Kosovës, në bazë të Nenit 3 nënparagrafi 1.3, Nenit 13 paragrafi 6, Neni 21 paragrafi 4 të Rregullores Nr. 13/2013 për Shërbimin Ligjor Qeveritar dhe Nenit 30 paragrafi 4 të Udhëzimit Administrativ Nr. 03/2013 për Standardet e Hartimit të Akteve Normative, Departamenti i së Drejtës së BE-së në Ministrinë e Integritimit Evropian bazuar në fushëveprimin e kompetencave, me 02.11.2016 lëshon këtë:

**4. OPINION LIGJOR PËR PËRPUTHSHMËRINË ME LEGJISLACIONIN E BE-SË**

Ky opinion ligjor pasqyron nivelin e përputhshmërisë së *Projektligjin për Automjetet* me *acquis* të BE-së.

**5. HYRJE**

Qëllimi i këtij *Projektligji* është “përcaktimi i kushteve bazë të pajisjeve dhe instalimeve të cilat duhet ti ketë mjeti, dimensionit, masa më e madhe e lejuar dhe ngarkesa boshtore e mjetit si edhe kushtet të cilat duhet ti plotësoj mjeti në komunikacion, kushtet për importim, miratimin e tipit të mjetit, pjesës

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<sup>1</sup> Fushëveprimi i këtij Projektligji kërkon *transpozim apo harmonizim me acquis* të BE-së. Tabelat e Përputhshmërisë me *acquis* të BE-së aplikohen për këtë projektligj. Leshimi i opinionit ligjor për përputhshmeri me *acquis* të BE-së është kërkuar të bëhet në mënyrë të përshpejtuar nga Ministria e Infrastrukturës, prandaj, Departamenti për të Drejtën e BE-së/MIE nuk merr përgjegjësi për lëshimet eventuale që mund të rezultojnë gjatë procedimit të mëtutjeshëm të projektligjit.

përbërëse, njësisë së pavarur teknike, kontrollimin teknik të automjeteve, kontrollimi i rregullsisë teknike në rrugë, regjistrimin e automjeteve, automjetet të cilat kanë dalë prej përdorimit si dhe çështjet tjera lidhur me to.”<sup>2</sup> Fushëveprimi i këtij Projektligji përfshinë “të gjitha institucioneve shtetërore, subjekteve juridike dhe pjesëmarrësve në komunikacionin rrugor.”<sup>3</sup> Ky projektligji pas hyrjes në fuqi parasheh shfuqizimin e nenit 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, dhe 338 të Ligjit për siguri në Komunikacionin Rrugorë (Ligji Nr. 02/L-70).

## 6. PËRMBLEDHJA E AKTEVE TË BE-SË QË RREGULLOJNË FUSHËN E PROJEKTLIGJIT

Fushëveprimi i këtij Projektligji është subjekt i rregullimit specific me *acquis* të BE-së Tabela e Përputhshmërisë me *acquis* të BE-së aplikohet për këtë projektligj. Në nivel të BE-së, fushëveprimi i transportit dhe në veqanti automjeteve, është i përcaktuar me dispozita ligjore në nivel të akteve primare dhe sekondare të së drejtës së BE-së. Në nivel të BE-së, dispozitat ligjore të së drejtës së BE-së të cilat përcaktojnë rregullat normative janë të definuara në dispozitat e Neneve nga 90 deri në 100 të TFBE-së (Versioni i Konsoliduar i Traktatit për Funksimin e Bashkimit European).<sup>4</sup>

Parimisht, dispozitat e **ketre neneve TFBE-së** përcaktojnë rregullat e përbashkëta të zbatueshme për transport në nivel të BE-së, kushtet me të cilat transportuesit e huaj mund të kryejnë shërbime transporti brenda një Shteti Anëtar; masat për përmirësimin e sigurisë së transportit.

Gjithashtu, **Kapitulli i 14 i *acquis* së BE-së për transport**<sup>5</sup> përcakton rregullimin, fushëveprimin, dhe aplikueshmërinë e rregullave për fushën e transportit, si në vijim:

Legjislacioni i BE-së për transport trajton në mënyrë të hollësishme politikat në fushën e transportit, përfshi transportin rrugor, transportin hekurudhor, transportin ajror dhe transportin ujor. Ky kapitull përmban objektiva konkrete për secilën fushë, duke u fokusuar posaçërisht në standardet teknike dhe të sigurisë, standardet sociale, kontrollit të ndihmës shtetërore dhe liberalizimit të tregut në kontekstin e tregut të brendshëm.

Qëllimi i këtij kapitulli është përmirësimi i funksionimit të tregut të brendshëm përse i përket transportit duke promovuar shërbime të sigurta, efikase dhe ekologjikisht të shëndosha. Politikat në fushën e transportit synojnë të përmbushin objektivat për zhvillimin e qëndrueshëm ekonomik e social të vendit, rritjen ekonomike dhe punësimin.

Gjithashtu, **legjislacioni dytësor i së drejtës së BE-së që i referohet fushëveprimit të projektligjit për automjete** është i përcaktuar në aktet e më poshtme, si në vijim:

Direktiva e Këshillit 1999/37/KE të datës 29 prillit 1999 për për dokumentacion për regjistrimin e automjeteve<sup>6</sup>

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<sup>2</sup> Neni 1 i Projektligjit.

<sup>3</sup> Neni 2 i Projektligjit.

<sup>4</sup> Shih nenet 90 deri 100. EUR-Lex - Official Journal of the European Union. (2012). *Consolidated versions of the Treaty on European Union and the Treaty on the Functioning of the European Union - Consolidated version of the Treaty on the Functioning of the European Union - Protocols - Annexes - Declarations annexed to the Final Act of the Intergovernmental Conference which adopted the Treaty of Lisbon, signed on 13 December 2007 - Tables of equivalences.* [online] Available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A12012E%2FTXT> [Accessed 28 Oct. 2016].

<sup>5</sup> Shih kapitullin 14 në Chapters of the *acquis* - European Commission. (2016). *European Neighbourhood Policy and Enlargement Negotiations.* [online] Available at: [http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index\\_en.htm](http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index_en.htm) [Accessed 1 Nov. 2016].

<sup>6</sup> Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, *OJ L 138, 1.6.1999, p. 57-65.*

Direktiva 2000/53/KE e Parlamentit Evropian dhe Këshillit të datës 18 Shtator 2000 për automjetet në fund të jetës<sup>7</sup>

Direktiva 2007/46/KE e Parlamentit Evropian dhe e Këshillit të datës 5 Shtator 2007 për vendosjen e kornizës për homologimin e automjeteve, rimorkiove, sistemeve dhe pjesëve përbërëse të veçanta teknike të dedikuara për automjete<sup>8</sup>

Direktiva 2014/45/BE e Parlamentit Evropian dhe e Këshillit të datës 3 prill 2014 për kontrollimin teknik periodik të automjeteve dhe mjeteve bashkëngjitëse dhe që shfuqizon Direktivës 2009/40/KE<sup>9</sup>

Direktiva 2014/46/BE e Parlamentit Evropian dhe e Këshillit të datës 3 prill 2014 që ndryshon Direktivën e Këshillit 1999/37/KE për dokumentacionin e regjistrimit për automjetet<sup>10</sup>

Direktiva 2014/47/BE e Parlamentit Evropian dhe e Këshillit të datës 3 prill 2014 për kontrollim teknik në rrugë të automjeteve komerciale që qarkullojnë në Bashkimin dhe shfuqizimin e Direktivës 2000/30/KE<sup>11</sup>

Dispozitat e këtyre akteve kanë për qëllim të krijojnë një kornizë ligjore për regjistrimin e automjeteve, mjeteve motorike dhe rimorkiove të tyre, të sistemeve, pjesëve përbërëse dhe njësive të veçanta teknike, testet periodike të përshtatshmërisë rrugore për automjete motorike dhe rimorkiove, dokumentet e regjistrimit për automjetet, dhe për inspektimin teknik të përshtatshmërisë rrugore të automjeteve komerciale që qarkullojnë në Bashkimin në nivel të Bashkimit Evropian.

Detyrimi për të përafuar legjislacionin e brendshëm të Kosovës për automjete në kuadër të fushës së transportit me atë të Bashkimit Evropian buron edhe nga MSA. Detyrimi për të përafuar legjislacionin buron nga paragrafi 1 i Nenit 74 të MSA-së, si në vijim:

Palët njohin rëndësinë e përafritit të legjislacionit ekzistues të Kosovës me atë të BE-së dhe të zbatimit të tij efektiv. Kosova do të përpiqet të sigurojë që ligjet e saj ekzistuese dhe legjislacioni i ardhshëm të shkojë gradualisht drejt përputhjes me *acquis-in* e BE-së. Kosova do të sigurohet se ligjet ekzistuese dhe legjislacioni i ardhshëm do të implementohet dhe zbatohet siç duhet [sic].<sup>12</sup>

Në kuadër të MSA-së, dispozitat që i referohen transportit janë të përcaktuara në Nenin 60 si në vijim:

Neni 60

Në lidhje me ofrimin e shërbimeve të transportit ndërmjet BE-së dhe Kosovës, aplikohen dispozitat e mëposhtme:

<sup>7</sup> Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles - Commission Statements, *OJ L 269*, 21.10.2000, p. 34-43.

<sup>8</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (Text with EEA relevance), *OJ L 263*, 9.10.2007, p. 1-160.

<sup>9</sup> 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 Text with EEA relevance, *OJ L 127*, 29.4.2014, p. 51-128.

<sup>10</sup> Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, *OJ L 127*, 29.4.2014, p. 129-133.

<sup>11</sup> Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC Text with EEA relevance, *OJ L 127*, 29.4.2014, p. 134-218.

<sup>12</sup> Shih paragrafi 1 i Nenit 74 në verzionin shqip, Marrëveshja e Stabilizim-Asociimit ndërmjet Kosovës, në njëriën anë, dhe Bashkimit Evropian dhe Komuniteti Evropian të Energjisë Atomike, në anën tjetër, e gatshme në: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

(1) Lidhur me transportin ajror, kushtet për qasjen reciproke të tregut, do të trajtohet nga Marrëveshja Shumëpalëshe për Vendosijen e një Zone të Përbashkët të Aviacionit Evropian.

(2) Lidhur me transportin tokësor, kushtet për qasjen reciproke të tregut dhe të komunikacionit transit në transportin rrugor, do të trajtohet nga Traktati themelues i Komunitetit të Transportit.

(3) Kosova duhet ta përshtatë legjislacionin e saj, duke përfshirë rregullat administrative, teknike dhe rregullat tjera, me ato ekzistuese të BE-së në fushën e transportit ajror dhe tokësor përderisa kjo avancohet qëllimet e liberalizimit dhe qasjes së ndërsjellë të Palëve në tregje dhe lehtëson lëvizjen e udhëtarëve dhe mallrave.

(4) Kosova angazhohet që t'iu përmbahet çdo konvente ndërkombëtare që lidhet me sigurinë rrugore, derisa i kushton vëmendje të veçantë rrjetit gjithëpërfshirës të dakorduar të Observatorit të Transportit të Evropës Juglindore (SEETO).

(5) Ky Kapitull nuk do të zbatohet për shërbimet e transportit detar. [sic].<sup>13</sup>

Gjithashtu, Neni 113 i MSA-së thekson fushëveprimin e *acquis* së BE-së në fushën e transportit dhe automjeteve.

Neni 113

Transporti

Bashkëpunimi mes Palëve do të përqendrohet në fushat prioritare që lidhen me *acquis* të BE-së në fushën e transportit.

Bashkëpunimi mund të synojë veqanërisht ristrukturimin dhe modernizimin e sistemit të transportit, përmirësimin e infrastrukturës (përfshirë lidhjet rajonale siç është identifikuar nga Observatori i Transportit të Evropës Juglindore), përmirësimin e lëvizjes së lirë të pasagjerëve dhe mallrave, përmbushjen e standardeve ndërvepruese të krahasueshme me standardet dominuese të BE-së si dhe përshtatjen e legjislacionit të transportit me atë të BE-së, nëse rrethanat objektive mundësojnë një gjë të tillë.

Bashkëpunimi do të synojë të kontribuojë në një qasje progresive të ndërsjellë në tregjet e transportit të BE-së dhe të Kosovës dhe në lehtësimet siç parashikohet me këtë Marrëveshje, duke zhvilluar në Kosovë një sistem të transportit kompatibil, ndërveprues dhe në përputhje me sistemin e BE-së, si dhe përmirësimin e mbrojtjes së mjedisit në fushën e transportit.<sup>14</sup>

Dispozitat e këtij neni kanë për qëllim harmonizimin me *acquis* të BE-së në fushën e transportit dhe veqanërisht në ristrukturimin dhe modernizimin e sistemit të transportit, përmirësimin e infrastrukturës duke përfshirë lidhjet rajonale, përmirësimin e lëvizjes së lirë të pasagjerëve dhe mallrave, përmbushjen e standardeve ndërvepruese të krahasueshme me standardet dominuese të BE-së me qëllim zhvillimin e një sistemi të transportit kompatibil, ndërveprues dhe në përputhje me sistemin e BE-së.

Ndërsa, në kuadër të PKZMSA-së, janë të përcaktuara aktivitetet që i referohen plotësim-ndryshimit të legjislacionit për fushëveprimin e statistikave që ndërlidhen me Kapitullin 14 të *acquis* dhe dispozitave të Nenit 113 të MSA-së për transport dhe veqanërisht për automjetet. Masat në kuadër të këtij kapitulli janë të listuara në pjesën narrative të programit të PKZMSA-së. Në kuadër të masave afatshkurta është paraparë edhe *Projektligji për automjete* (K4 2016).

## **7. PËRSHKRIMI DHE VLERËSIMI I DOKUMENTEVE TË DËRGUARA ME LEGJISLACIONIN E PROPOZUAR NGA MINISTRIA E INFRASTRUKTURËS**

*Projektligji për automjete* është hartuar në përputhje me Rregulloren Nr. 09/2011 të Punës së Qeverisë së Republikës së Kosovës, Rregulloren Nr. 13/2013 për Shërbimin Ligjor Qeveritar dhe Udhëzimin

<sup>13</sup> Shih Nenin 60 në verzionin shqip, Marrëveshja e Stabilizim-Asociimit ndërmjet Kosovës, në njërën anë, dhe Bashkimit Evropian dhe Komuniteti Evropian të Energjisë Atomike, në anën tjetër, e gatshme në: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

<sup>14</sup> Shih Nenin 60 në verzionin shqip, Marrëveshja e Stabilizim-Asociimit ndërmjet Kosovës, në njërën anë, dhe Bashkimit Evropian dhe Komuniteti Evropian të Energjisë Atomike, në anën tjetër, e gatshme në: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

Administrativ Nr. 03/2013 për Standardet e Hartimit të Akteve Normative. Ky projektligj ka njëqind e gjashtëmbdhjetë (116) nene. Ky projektligj parasheh plotësimin, ndryshimin dhe shfuqizimin e dispozitave për fushëveprimin e projektligjit për automjete. Në përgjithësi, dispozitat e projektligjit janë të strukturuar mirë, nenet janë të qarta, dhe qartë pasqyrojnë qëllimin e përmbajtjes.

## 8. OPINIONI PËR PËRPUTHSHMËRINË

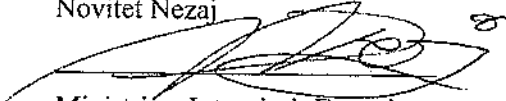
Ky opinion ligjor është bazuar në përmbajtjen e *Projektligjit për automjete*, memorandumit shpjegues, deklaratën e përputhshmërisë me *acquis* të BE-së, tabelat e përputhshmërisë me *acquis* të BE-së, dhe dispozitat e Marrëveshjes së Stabilizim-Asociimit ndërmjet Kosovës dhe Bashkimit Evropian.<sup>15</sup> Ky *Projektligj* në mënyrë të konsiderushme transponon dispozitat e *acquis* së BE-së për fushëveprimin e automjeteve. Tabelat e përputhshmërisë në masë të konsiderushme janë të përpiluara sipas Udhëzimeve për Hartimin e Tabelave të Përputhshmërisë me *acquis* të BE-së.<sup>16</sup> Një numër i dispozitave të *acquis* së BE-së për fushën e automjeteve janë plotësisht të përputhshme me *acquis* të BE-së. Gjithashtu, harmonizimi i mëtutjeshëm me *acquis* së BE-së është paraparë të bëhet me legjislacion sekondar dhe gradualisht gjatë periudhës së implementimit të Neneve 60 dhe 113 të MSA-së.

## 9. VLERËSIMI I PËRPUTHSHMËRISË

Fushëveprimi i *Projektligjit për Automjete* është subjekt i rregullimit specific me *acquis* të BE-së. Ky *Projektligj* në mënyrë të konsiderushme transponon dispozitat e *acquis* së BE-së për fushëveprimin e automjeteve. Një numër i dispozitave të *acquis* së BE-së për fushën e automjeteve janë plotësisht të përputhshme me *acquis* të BE-së. Harmonizimi i mëtutjeshëm duhet të fokusohet në implementimin e detyrimeve që rrjedhin nga MSA që kanë të bëjnë me regjistrimin e automjeteve, mjeteve motorike dhe rimorkiove të tyre, të sistemeve, pjesëve përbërëse dhe njësive të veçanta teknike, testet periodike të përshtatshmërisë rrugore për automjete motorike dhe rimorkiove, dokumentetve të regjistrimit për automjetet, dhe për inspektimin teknik të përshtatshmërisë rrugore të automjeteve komerciale. Harmonizimi me *acquis* të BE-së në fushën e transportit dhe veqanërisht automjeteve do të ndikojë në zhvillimin e një sistemi të transportit kompatibil, ndërveprues dhe në përputhje me sistemin e BE-së.

Me respekt,

Novitet Nezaj



Ministria e Integritimit Evropian

<sup>15</sup> Leshimi i opinionit ligjor për përputhshmeri me *acquis* të BE-së është kërkuar të bëhet në mënyrë të përsheptuar nga Ministria e Infrastrukturës, prandaj, Departamenti për të Drejtën e BE-së/MIE nuk merr përgjegjësi për lëshimet eventuale që mund të rezultojnë gjatë procedimit të mëtutjeshëm të projektligjit.

<sup>16</sup> Shih Manualin për Plotësimin e Tabelave dhe Deklaratës të Përputhshmërisë. (2016). *Ministria e Integritimit Evropian*. [online] e gatshëm në: [http://www.mei-ks.net/repository/docs/20151019154655\\_manual-sq-19102015.pdf](http://www.mei-ks.net/repository/docs/20151019154655_manual-sq-19102015.pdf) [Qasur me 1 Nentor 2016].



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

*Ministria e Integrimit Evropian*  
*Ministarstvo za evropske integracije - The Ministry of European Integration*

REFERENCË/REFERENCA:	1531.2.2016
DATË/DATUM:	02/11/2016
PËR/ZA/TO:	Skender Gashi, Direktor za Pravne poslove/ MI.
PËRMES/PREKO/THROUGH:	Mevludin Krasniqi, Zamenik Ministar Ministarstva za Evropske Integracije.  Demush Shasha, Generalni Sekretar/ MEI.
NGA/OD/FROM:	Dukagjin Abdyli, v.d. Direktor Odeljenja za Zakonodavstvo EU-a/ MEI.
TEMA/SUBJEKAT/SUBJECT:	Propratno pismo o Pravnom mišljenju Uskladenosti sa <i>Acquis</i> -om EU-a za " <i>Nacrt-zakona o Vozilima</i> ".

Poštovani g.Gashi,

Na osnovu Administrativnog uputstva br. 03/2013 o standardima za izradu normativnih akata i Uredbe br. 13/2013 o Vladinoj pravnoj službi, dostavljamo vam pravno mišljenje o uskladenosti sa *Acquis*-om EU-a o za, "*Nacrt-zakona o Vozilima*" izdatih od strane Ministarstva za evropske integracije.

S poštovanjem!





Republika e Kosovës  
Republika Kosova - Republic of Kosovo

*Qeveria*  
*Vlada - Government*  
*Ministria e Integrimit Evropian*  
*Ministarstvo Evropske Integracije - Ministry of European Integration*

## **PRAVNO MIŠLJENJE O USKLAĐENOSTI SA ZAKONODAVSTVOM EU-A**

02.11.2016

Dana 20. oktobar 2016. godine, Ministarstvo infrastrukture, na osnovu člana 7. tačka 1.2 Uredbe br. 09/2011 o Radu Vlade Republike Kosovo i Člana 13. stav 5. i 6. Uredbe br. 13/2013 o Vladinoj Pravnoj Službi dostavilo na razmatranje Odeljenju za Zakonodavstvo EU-a ispred Ministarstva za Evropske Integracije *nacrt Zakona o vozilima*.

### **1. PREDMET**

Pravno mišljenje o usklađenosti *nacrta Zakona o vozilima* sa *acquis-om* EU-a.<sup>1</sup>

### **2. PRILOŽENA DOKUMENTACIJA**

Sastavi deo ovog Nacrta zakona su: nacrt Zakona na tri jezika (albanski, srpski, engleski), Memorandum sa objašnjenjem na tri jezika (albanski, srpski, engleski), Izjava o usklađenosti sa *acquis-om* EU-a na tri jezika (albanski, srpski, engleski) i Tabele o Usklađenosti sa *acquis-om* EU-a na engleskom jeziku.

### **3. PREAMBULA**

U skladu sa Članom 7. stav 3. Uredbe br. 09/2011 o Radu Vlade Republike Kosovo, na osnovu Člana 3. tačka 1.3, Člana 13. stav 6, Član 21. stav 4. Uredbe br. 13/2013 o Vladinoj Pravnoj Službi i Člana 30. stav 4. Administrativnog Uputstva br. 03/2013 o Standardima za Izradu Normativnih Akata, Odeljenje za Zakonodavstvo EU-a u Ministarstvu za Evropske Integracije na osnovu oblasti obima ovlašćenja, dana 02.11.2016. godine, izdaje ovo:

### **4. PRAVNO MIŠLJENJE O USKLAĐENOSTI SA ZAKONODAVSTVOM EU-A**

Ovo pravno mišljenje odražava nivo usklađenosti *nacrta Zakona o vozilima* sa *acquis-om* EU-a.

### **5. UVOD**

Cilj ovog *nacrta Zakona* je „*određivanje osnovnih uslova opreme i instalacija koja treba da ima sredstvo, dimenzija, najveća dozvoljena mera i osovinsko opterećenje sredstva kao i uslovi koje treba da ispuni sredstvo u saobraćaju, uslovi za uvoz, usvajanje vrste sredstva, sastavnog dela, nezavisne tehničke jedinice, tehničku kontrolu vozila, kontrolisanje tehničke ispravnosti na putu, registraciju*“

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<sup>1</sup> Delokrug ovog nacrta Zakona zahteva *transponovanje ili usklađivanje sa acquis-om* EU-a. Tabele o usklađenosti sa *acquis-om* EU-a se primenjuju za ovaj nacrt Zakona. Izdavanje pravnog mišljenja za usklađenost sa *acquis-om* EU-a je zahtevan da se uradi pod kratkim postupkom od strane Ministarstva infrastrukture, stoga, Odeljenje za zakonodavstvo EU-a/MEI ne preuzima odgovornost za eventualne propuste tokom daljeg procesiranja nacrta zakona.

vozila, vozila koja su van upotrebe kao i ostala pitanja u vezi sa njima.”<sup>2</sup> Delokrug ovog nacrtu Zakona obuhvata „sve državne institucije, pravne subjekte i učesnice u putnom saobraćaju.”<sup>3</sup> Ovaj nacrt Zakona, nakon stupanja na snagu, predviđa stavljanje van snage člana 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, i 338. Zakona o bezbednosti u drumskom saobraćaju (Zakon br. 02/L-70).

## 6. REZIME SVIH PRAVNIH AKATA EU-A OBUHVACENIH U NACRTU ZAKONA

Delokrug ovog nacrtu Zakona je predmet specifičnog regulisanja sa *acquis*-om EU-a. Tabela o usklađenosti sa *acquis*-om EU-a se primenjuje u ovo nacrtu Zakona. Na nivou EU-a, delokrug transporta i posebno vozila, određen je zakonskim odredbama na nivou primarnih i sekundarnih akata zakonodavstva EU-a. Na nivou EU-a, zakonske odredbe zakonodavstva EU-a koje određuju normativna pravila su definisane odredbama članova od 90. do člana 100. TFEU-a (Konsolidovana verzija Traktata za funkcionisanje Evropske Unije).<sup>4</sup>

Prvenstveno, odredbe ovih članova TFEU-a određuju zajednička pravila koja su primenjiva za transport na nivou EU-a, uslove sa kojima strani transporteri mogu da obavljaju usluge transporta unutar države članice; mere za unapređenje bezbednosti transporta.

Takođe, **Poglavlje 14. *Acquis*-a EU-a o transportu**<sup>5</sup> određuje regulisanje, delokrug, i primenjivanje pravila za oblast transporta, kao u nastavku:

Zakonodavstvo EU-a za transport tretira, na detaljan način, politike u oblasti transporta, uključujući drumski transport, železnički transport, vazdušni transport i vodeni transport. Ovo poglavlje sadrži konkretne ciljeve za svaku oblast, fokusirajući se posebno na tehničke i bezbednosne standarde, socijalne standarde, kontroli državne pomoći i liberalizaciji tržišta u kontekstu unutrašnjeg tržišta.

Cilj ovog poglavlja je poboljšanje funkcionisanja unutrašnjeg tržišta po pitanju transporta, promovisanjem sigurnih, efikasnih i ekološki zdravih usluga. Politike u oblasti transporta imaju za cilj ispunjavanje ciljeva za održivi ekonomski i socijalni razvoj zemlje, ekonomski porast i zapošljavanje.

Takođe, **sekundarno zakonodavstvo zakonodavstva EU-a koji se referiše delokrugu nacrtu zakona o vozilima** je određen sledećim aktima:

Direktiva Saveta 1999/37/EK od dana 29. april 1999. godine za dokumentaciju za registraciju vozila<sup>6</sup>

Direktiva 2000/53/EK Evropskog Parlamenta i Saveta od dana 18. septembra 2000. godine za vozila sa krajnim vekom<sup>7</sup>

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<sup>2</sup> Član 1. nacrtu Zakona.

<sup>3</sup> Član 2. nacrtu Zakona.

<sup>4</sup> Vidi članove 90. do 100. EUR-Lex - Official Journal of the European Union. (2012). *Consolidated versions of the Treaty on European Union and the Treaty on the Functioning of the European Union - Consolidated version of the Treaty on the Functioning of the European Union - Protocols - Annexes - Declarations annexed to the Final Act of the Intergovernmental Conference which adopted the Treaty of Lisbon, signed on 13 December 2007 - Tables of equivalences.* [online] Available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A12012E%2FTXT> [Accessed 28 Oct. 2016].

<sup>5</sup> Vidi poglavlje 14. U Chapters of the *acquis* - European Commission. (2016). *European Neighbourhood Policy and Enlargement Negotiations.* [online] Available at: [http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index\\_en.htm](http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index_en.htm) [Accessed 1 Nov. 2016].

<sup>6</sup> Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, *OJ L 138, 1.6.1999, p. 57-65.*

<sup>7</sup> Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of-life vehicles - Commission Statements, *OJ L 269, 21.10.2000, p. 34-43.*

Direktiva 2007/46/EK Evropskog Parlamenta i Saveta od dana 5. septembar 2007. godine za uspostavljanje okvira za homologaciju vozila, prikolica, sistema i sastavnih tehničkih delova namenjenih za vozila<sup>8</sup>

Direktiva 2014/45/EU Evropskog Parlamenta i Saveta od dana 3. april 2014. godine o periodičnoj tehničkoj kontroli vozila i priključnih sredstava i koja ukida Direktivu 2009/40/KE<sup>9</sup>

Direktiva 2014/46/EU Evropskog Parlamenta i Saveta od dana 3. april 2014. godine koja izmenjuje Direktivu Saveta 1999/37/EK za dokumentaciju registrovanja vozila<sup>10</sup>

Direktiva 2014/47/BE Evropskog Parlamenta i Saveta od dana 3. april 2014. godine tehničkoj kontroli na putu, komercijalnih vozila koja se kreću u Uniji i ukidanje Direktive 2000/30/EK<sup>11</sup>

Odredbe ovih akata imaju za cilj stvaranje jednog pravnog okvira za registrovanje vozila, motornih sredstava i njihovih prikolica, sistema, sastavnih delova i posebnih tehničkih jedinica, periodični testovi putne usklađenosti za motorna vozila i prikolice, dokumenti registrovanja za vozila, i za tehničku inspekciju putne usklađenosti komercijalnih vozila koja se kreću u Uniji na nivou Evropske Unije.

Obaveza za usklađivanje unutrašnjeg zakonodavstva Kosova za vozila u okviru oblasti transporta sa onim iz Evropske Unije izvire iz SSP-a. Usklađena obaveza proizilazi iz stava 1. člana 74. SSP-a, kao u nastavku:

Stranke prepoznaju značaj usklađivanja postojećeg zakonodavstva Kosova sa onim iz EU-a i njegovog efikasnog sprovođenja. Kosovo će se potruditi da osigura da njeni postojeći zakoni i buduće zakonodavstvo ide postepeno ka usklađivanju sa *acquis-om* EU-a. Kosovo će se osigurati da se postojeći zakoni i buduće zakonodavstvo sprovodi i primenjuje kao što treba [sic].<sup>12</sup>

U okviru SSP-a, odredbe koje se odnose na statistike su određene i u članu 60. kao što sledi:

#### Član 60

U vezi sa pružanjem usluga transporta između EU-a i Kosova, primenjuju se sledeće odredbe:

- (1) U vezi sa vazдушnim transportom, uslovi za recipročni pristup tržišta, tretiraće se od multilateralnog sporazuma za uspostavljanje jedne zajedničke zone evropske avijacije.
- (2) U vezi sa zemaljskim transportom, uslovi za recipročni pristup tržišta i tranzitnog saobraćaja u drumskom saobraćaju, tretiraće se od osnovnog Traktata zajednice transporta.
- (3) Kosovo treba da uskladi svoje Zakonodavstvo, uključujući administrativna, tehnička i ostala pravila, sa postojećim pravilima EU-a u oblasti vazdušnog i zemaljskog transporta dok ona unapređuje ciljeve liberalizacije viza i uzajamnog pristupa strana na tržištima i olakšava kretanje putnika i robe.

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<sup>8</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (Text with EEA relevance), *OJ L 263, 9.10.2007, p. 1–160*.

<sup>9</sup> 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 Text with EEA relevance, *OJ L 127, 29.4.2014, p. 51–128*.

<sup>10</sup> Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, *OJ L 127, 29.4.2014, p. 129–133*.

<sup>11</sup> Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC Text with EEA relevance, *OJ L 127, 29.4.2014, p. 134–218*.

<sup>12</sup> Vidi stav 1. člana 74. verzije na albanskom, Sporazum o stabilizaciji i pridruživanju između Kosova, sa jedne strane, i Evropske Unije i Evropske zajednice za atomsku energiju, sa druge strane, dostupno na: [http://www.mej-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mej-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

(4) Kosovo se angažuje da se pridržava svake međunarodne konvencije koja se povezuje sa putnom bezbednošću, dok posvećuje posebnu pažnju dogovorenoj sveobuhvatnoj mreži Opservatorijuma transporta jugoistočne Evrope (SEETO).

(5) Ovo Poglavlje se neće sprovesti za usluge morskog transporta. [sic].<sup>13</sup>

Takođe, član 113. SSP-a naglašava delokrug *acquis-a* sa EU-om u oblasti transporta i vozila.

#### Član 113

##### Transport

Saradnja između stranaka će se usredsrediti u prioritetnim oblastima koje se povezuju sa *acquis-om* EU-a u oblasti transporta.

Saradnja može imati za cilj posebno restrukturiranje i modernizaciju sistema transporta, unapređenje infrastrukture (uključujući i regionalne veze kao što je identifikovano od strane Opservatorijuma transporta jugoistočne Evrope), unapređenje slobodnog kretanja putnika i robe, ispunjavanje interaktivnih standarda koje su uporedive sa dominantnim standardima EU-a kao i usklađivanje zakonodavstva transporta sa zakonodavstvom EU-a, ukoliko objektivne okolnosti omogućavaju tako nešto.

Saradnja će imati za cilj doprinosenje naprednog pristupa na tržištima transporta EU-a i Kosova i na olakšanjima kao što je predviđeno ovim Sporazumom, razvijajući na Kosovu jedan sistem kompatibilnog transporta, interaktivnog i u skladu sa sistemom EU-a, kao i unapređenje zaštite sredine u oblasti transporta.<sup>14</sup>

Odredbe ovog člana imaju za cilj usklađivanje sa *acquis-om* EU-a u oblasti transporta i posebno u restrukturiranju i modernizaciji sistema transporta, unapređenju infrastrukture uključujući regionalne veze, unapređenje slobodnog kretanja putnika i robe, ispunjavanje interaktivnih standarda koji su uporedivi sa dominantnim standardima EU-a sa ciljem razvoja jednog sistema kompatibilnog, interaktivnog transporta i u skladu sa sistemom EU-a.

Dok, u okviru NPSSSP-a, određene su aktivnosti koje se odnose na izmene-dopune zakonodavstva za delokrug statistika koja se povezuju sa Poglavljem 14. *Acquis-a* i odredbi člana 113. SSP-a za transport i posebno za vozila. Mere u okviru ovog poglavlja su navedene u narativnom delu program NPSSSP-a. U okviru kratkoročnih mera je predviđen i *nacrt Zakona o vozilima* (K4 2016).

## 7. OPIS I OCENJIVANJE DOSTAVLJENE DOKUMENTACIJE SA ZAKONODAVSTVOM PREDLOŽENOM OD STRANE MINISTARSTVA INFRASTRUKTURE

*Nacrt Zakona o vozilima* je izrađeno u skladu sa Uredbom br. 09/2011 o radu Vlade Republike Kosovo, Uredbom br. 13/2013 o Vladinoj pravnoj službi i Administrativnim Uputstvom br. 03/2013 o Standardima za Izradu Normativnih Akata. Ovaj nacrt Zakona ima sto šesnaest (116) člana. Ovaj nacrt Zakona predviđa izmenu, dopunu i stavljanje van snage odredbi za delokrug nacrtu Zakona za vozila. Generalno, odredbe nacrtu zakona su strukturisane dobro, članovi su jasni, i jasno odražavaju cilj sadržaja.

## 8. MIŠLJENJE O USKLAĐENOSTI

Ovo pravno mišljenje je zasnovano na sadržaju *nacrtu Zakona za vozila*, memoranduma sa objašnjenjima, izjave o usklađenosti sa *acquis-om* EU-a, tabele o usklađenosti sa *acquis-om* EU-a, i odredbama Sporazuma o stabilizaciji i pridruživanju između Kosova i Evropske Unije.<sup>15</sup> Ovaj *nacrt Zakona* na značajan način transponuje odredbe *acquis-a* EU-a za oblast vozila. Tabele o usklađenosti

<sup>13</sup> Vidi član 60. verzije na albanskom, Sporazum o stabilizaciji i pridruživanju između Kosova, sa jedne strane, i Evropske Unije i Evropske zajednice za atomsku energiju, sa druge strane, dostupno na: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

<sup>14</sup> Vidi član 60. verzije na albanskom, Sporazum o stabilizaciji i pridruživanju između Kosova, sa jedne strane, i Evropske Unije i Evropske zajednice za atomsku energiju, sa druge strane, dostupno na: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

<sup>15</sup> Izdavanje pravnog mišljenja o usklađenosti sa *acquis-om* EU-a je zahtevano da se uradi po kratkom postupku od strane Ministarstva infrastrukture, stoga, Odeljenje za zakonodavstvo EU-a/MEI ne preuzima odgovornost za eventualne propuste koji mogu rezultovati tokom daljeg obrađivanja nacrtu Zakona.

u značajnoj meri su sačinjene prema Uputstvima za izradu Tabla o usklađenosti sa *acquis-om* EU-a.<sup>16</sup> Određeni broj odredbi *acquis-a* EU-a za oblast vozila je u potpunosti usklađen sa *acquis-om* EU-a. Takođe, dalje usklađivanje sa *acquis-om* EU-a je predviđeno da se obavi sa sekundarnim zakonodavstvom i postepeno tokom perioda implementacije članova 60. i 113. SSP-a.

## 9. PROCENJIVANJE USKLAĐENOSTI

Delokrug *nacrta Zakona o vozilima* je predmet specifičnog regulisanja sa *acquis-om* EU-a. Ovaj *nacrt Zakona* na značajan način transponuje odredbe *acquis-a* EU-a za delokrug vozila. Određeni broj odredbi *acquis-a* EU-a za oblast vozila je u potpunosti u skladu sa *acquis-om* EU-a. Dalje usklađivanje treba da se fokusira na implementaciji obaveza koje proizilaze iz SSP-a koji se odnose na registraciju vozila, motornih sredstava i njihovih prikolica, sistema, sastavnih delova i posebnih tehničkih jedinica, periodične testove o putnoj usklađenosti za motorna vozila i prikolice, njihove dokumentacije za registraciju vozila, i za tehničku kontrolu putne usklađenosti komercijalnih vozila. Usklađivanje sa *acquis-om* EU-a u oblasti transporta i posebno vozila će uticati na razvoj jednog sistema kompatibilnog, interaktivnog transporta i u skladu sa sistemom EU-a.

S poštovanjem,

Novitet Nezaj

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Ministarstvo za evropske integracije

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<sup>16</sup> Vidi Priručnik za popunjavanje Tabla i Izjave o usklađenosti (2016). *Ministarstvo za evropske integracije*. [online] dostupno na: [http://www.mci-ks.net/repository/docs/20151019154655\\_manual-sq-19102015.pdf](http://www.mci-ks.net/repository/docs/20151019154655_manual-sq-19102015.pdf) [Dostupno 1. novembra 2016. godine].



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

*Ministria e Integrimit Evropian*  
*Ministarstvo za evropske integracije - The Ministry of European Integration*

REFERENCE:	1531.2.2016
DATE:	02/11/2016
PËR/ZA/TO:	Skender Gashi, Director of Legal Department/ MI
PËRMES/PREKO/THROUGH:	Mevludin Krasniqi, Deputy Minister/ MEI.  Demush Shasha, Secretary General/ MEI.
NGA/OD/FROM:	Dukagjin Abdyli, Acting Director of the Department of EU Law/ MEI.
TEMA/SUBJEKAT/SUBJECT:	Cover letter on Legal Opinion of Compliance with EU <i>Acquis</i> for the “ <b><i>Draft Law on Vehicle</i></b> ”.

Honoured Mr.Gashi,

Pursuant to the Administrative Instruction no. 03/2013 on Standards for the Drafting of Normative Acts and Regulation no. 13/2013 for the Government Legal Service, we would like to forward the Legal Opinion on Compliance with EU *Acquis* for “***Draft Law on Vehicle***” issued by the Ministry of European Integration.

Respectfully!





Republika e Kosovës  
Republika Kosova - Republic of Kosovo

*Qeveria*  
*Vlada - Government*  
*Ministria e Integrimit Evropian*  
*Ministarstvo Evropske Integracije - Ministry of European Integration*

## LEGAL OPINION ON COMPLIANCE WITH EU LEGISLATION

02.11.2016

On 20 October 2016, Ministry of Infrastructure, pursuant to Article 7 subparagraph 1.2 of Regulation no. 09/2011 of the Rules and Procedure of the Government of the Republic of Kosovo and Article 13 paragraph 5 and 6 of the Regulation no. 13/2013 on the Government Legal Service, has submitted for review to the Department of EU Law at the Ministry of European Integration the *Draft Law on Vehicles*.

### 1. SUBJECT

Legal opinion on compliance of the *Draft Law on Vehicles* with EU *acquis*.<sup>1</sup>

### 2. ATTACHED DOCUMENTS

Draft Law consists of: draft of the Draft Law in three languages (Albanian, Serbian and English), Explanatory Memorandum in three languages (Albanian, Serbian and English), and Statement of Compliance with EU *acquis* in three languages (Albanian, Serbian and English) and Tables of Concordance with EU *acquis* in English language.

### 3. PREAMBLE

In accordance with Article 7 paragraph 3 of the Regulation no. 09/2011 of the Rules and Procedure of the Government of the Republic of Kosovo, according to Article 3 subparagraph 1.3, Article 13 paragraph 6, Article 21 paragraph 4 of Regulation no. 13/2013 on the Government Legal Service and Article 30 paragraph 4 of the Administrative Instruction no. 03/2013 on the Standards for the Drafting of Normative Acts, the Department of EU Law at the Ministry of European Integration, based on the scope of its competences, on 02.11.2016, issues the following:

### 4. LEGAL OPINION ON COMPLIANCE WITH EU LEGISLATION

This legal opinion reflects the level of compliance of the *Draft Law on Vehicles* with EU *acquis*.

### 5. INTRODUCTION

The purpose of this *Draft Law* is “to establish basic conditions of equipment and tools vehicle should have, dimensions, greater measures allowed and vehicle axle load, as well as conditions vehicle must

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<sup>1</sup> The scope of this Draft Law requires *transposition or harmonization with EU acquis*. Tables of Concordance with EU *acquis* apply to this draft law. Ministry of Infrastructure required the issuance of the legal opinion on compliance with EU *acquis* in an expedited manner; therefore, the Department of EU Law/MEI assume no responsibility for eventual omissions that may result when further proceeding the Draft Law.

*fulfil in traffic, conditions for import, vehicle type approval, integral part, independent technical unit, technical control of vehicles, control of technical regularity in the road, registration of vehicles, vehicles out of service, as well as other issues related to them.*<sup>2</sup> The scope of this *Draft Law* includes “*all state institutions, legal entities and participants in road traffic.*”<sup>3</sup> Following the entry into force, this *Draft Law* foresees repealing of Articles 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, and 338 *Law on Road Traffic Safety (Law No. 02/L-70)*.

## 6. SUMMARY OF EU ACTS REGULATING THE FIELD OF THE DRAFT LAW

The scope of this *Draft Law* is subject of specific regulation with EU *acquis*. Table of Concordance with EU *acquis* applies for this *Draft Law*. At EU level, the scope of the transport and especially vehicles is determined with legal provisions at the level of primary and secondary acts of EU Law. At EU level, legal provisions of EU Law which determine normative rules are defined in the provisions of Articles from 90 to 100 of TFEU (Consolidated Version of the Treaty on Functioning of European Union).<sup>4</sup>

In principle, the provisions of **these Articles of TFEU** determine common rules applicable for transport at EU level, conditions under which foreign transporters may perform transport services within a Member State; measures for improving transport safety.

Also, **Chapter 14 of EU *acquis* on transport**<sup>5</sup> determines the regulation, scope and applicability of rules for the field of transport, as follows:

EU legislation on transport treats in details policies in the field of transport, including road transport, rail transport, air and water transport. This chapter contains concrete objectives on all fields, being focused especially on technical and security standards, social standards, and state aid control and market liberalization in the context of internal market.

The purpose of this chapter is to improve the functioning of internal market regarding the transport, promoting safe, efficient and ecologically sound services. Policies in the field of transport aim at fulfilling objectives for sustainable economic and social development of the country, economic growth and employment.

Also, **secondary legislation of EU law referring to the scope of the *Draft Law* on Vehicles** is determined in the following acts:

Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles <sup>6</sup>

Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles <sup>7</sup>

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<sup>2</sup> Article 1 of the *Draft Law*.

<sup>3</sup> Article 2 of the *Draft Law*.

<sup>4</sup> See Articles 90 to 100. EUR-Lex - Official Journal of the European Union. (2012). *Consolidated versions of the Treaty on European Union and the Treaty on the Functioning of the European Union - Consolidated version of the Treaty on the Functioning of the European Union - Protocols - Annexes - Declarations annexed to the Final Act of the Intergovernmental Conference which adopted the Treaty of Lisbon, signed on 13 December 2007 - Tables of equivalences*. [online] Available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A12012E%2FTXT> [Accessed 28 Oct. 2016].

<sup>5</sup> See chapter 14 in Chapters of the *acquis* - European Commission. (2016). *European Neighbourhood Policy and Enlargement Negotiations*. [online] Available at: [http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index\\_en.htm](http://ec.europa.eu/enlargement/policy/conditions-membership/chapters-of-the-acquis/index_en.htm) [Accessed 1 Nov. 2016].

<sup>6</sup> Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles, *OJ L 138, 1.6.1999, p. 57–65*.

<sup>7</sup> Directive 2000/53/EC of the European Parliament and of the Council of 18 September 2000 on end-of life vehicles - Commission Statements, *OJ L 269, 21.10.2000, p. 34–43*.

Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles<sup>8</sup>

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<sup>9</sup>

Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles<sup>10</sup>

Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC<sup>11</sup>

The provisions of these acts aim at establishing a legal framework for registration of vehicles, motor vehicles, and their trailers, systems, integral parts and special technical units, periodic tests of roadworthiness for motor vehicles and trailers, document of registration for vehicles and technical inspection of roadworthiness of commercial vehicles circulating in the Union at the level of European Union.

The obligation to approximate the internal legislation of Kosovo for vehicles within the field of transport with that of European Union derives also from SAA. The obligation to approximate the legislation derives from paragraph 1 of Article 74 of SAA, as follows:

The Parties recognise the importance of the approximation of the existing legislation in Kosovo to that of the EU and of its effective implementation. Kosovo shall endeavour to ensure that its existing law and future legislation will gradually be made compatible with the EU *acquis*. Kosovo shall ensure that existing law and future legislation will be properly implemented and enforced [*sic*].<sup>12</sup>

Within SAA, the provisions referring to the transport are determined in Article 60, as follows:

#### Article 60

With regard to supply of transport services between the EU and Kosovo, the following provisions shall apply:

- (1) With regard to air transport, the conditions of mutual market access shall be dealt with by the Multilateral Agreement on the Establishment of the European Common Aviation Area.
- (2) With regard to land transport, the conditions of mutual market access and transit traffic in road transport shall be dealt with by the Treaty establishing the Transport Community
- (3) Kosovo shall adapt its legislation, including administrative, technical and other rules, to that of the EU existing at any time in the field of air and land transport insofar as it furthers

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<sup>8</sup> Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive) (Text with EEA relevance), *OJ L 263*, 9.10.2007, p. 1–160.

<sup>9</sup> 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 Text with EEA relevance, *OJ L 127*, 29.4.2014, p. 51–128.

<sup>10</sup> Directive 2014/46/EU of the European Parliament and of the Council of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles, *OJ L 127*, 29.4.2014, p. 129–133.

<sup>11</sup> Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC Text with EEA relevance, *OJ L 127*, 29.4.2014, p. 134–218.

<sup>12</sup> See paragraph 1 of Article 74 in Albanian version, Stabilisation and Association Agreement between Kosovo, of the one part, and European Union and European Atomic Energy Community, of the other part, available at: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

liberalisation purposes and mutual access to markets of the Parties and facilitates the movement of passengers and of goods.

(4) Kosovo commits to abide by any international conventions relating to road safety, while paying particular attention to the agreed comprehensive network of the South East Europe Transport Observatory (SEETO).

(5) This Chapter shall not apply to maritime services. [sic].<sup>13</sup>

Also, Article 113 of SAA states the scope of EU *acquis* in the field of transport and vehicles.

Article 113

Transport

Cooperation between the Parties shall focus on priority areas related to the EU *acquis* in the field of transport.

Cooperation may notably aim at restructuring and modernising Kosovo's transport systems and improving related infrastructures (including regional links as identified by the South-East Europe Transport Observatory), improving the free movement of passengers and goods, achieving standards interoperable with and comparable to those prevailing in the EU and aligning transport legislation to that of the EU, should objective circumstances so permit.

Cooperation shall aim to contribute to progressive mutual access to the EU and Kosovo transport markets and facilities as provided for in this Agreement, developing a transport system in Kosovo compatible, interoperable and aligned with the EU system, and improving environmental protection in the field of transport.<sup>14</sup>

The provisions of this Article aim the harmonization with EU *acquis* in the field of transport and especially in restructuring and modernising the transport system, improving infrastructure, including regional links, improving the free movement of passengers and goods, achieving standards interoperable with and comparable to those prevailing in the EU, for the purpose of development of transport system that is compatible, interoperable and aligned with the EU system.

Whereas NPISAA determines activities referring to the amendment and supplement of the legislation for the scope of statistics related to Chapter 14 of *acquis* and provisions of Article 113 of SAA on transport and especially vehicles. Measures within this chapter are listed in the narrative part of the NPISAA programme. Within the short-term measures is foreseen the *Draft Law on Vehicles* (Q4 2016).

## **7. DESCRIPTION AND ASSESSMENT OF DOCUMENTS SUBMITTED WITH THE LEGISLATION PROPOSED BY THE MINISTRY OF INFRASTRUCTURE**

*Draft Law on Vehicles* has been drafted in compliance with the Regulation No. 09/2011 of Rules and Procedures of the Republic of Kosovo, Regulation No. 13/2013 on Government Legal Service and Administrative Instruction No. 03/2013 on the Standards for the Drafting of Normative Acts. This Draft Law has one hundred and sixteen (116) Articles. This Draft Law foresees the supplement, amendment and repealing of the provisions for the scope of the Draft Law on Vehicles. In general, the provisions of the Draft Law are well-structured; Articles are clear and clearly reflect the purpose of the content.

## **8. OPINION ON COMPLIANCE**

This legal opinion is based on the content of the *Draft Law on Vehicles*, Explanatory Memorandum, and Statement of Compliance with EU *acquis*, Tables of Concordance with EU *acquis* and provisions

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<sup>13</sup> See Article 60 in Albanian version, Stabilisation and Association Agreement between Kosovo, of the one part, and European Union and European Atomic Energy Community, of the other part, available at: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

<sup>14</sup> See Article 60 in Albanian version, Stabilisation and Association Agreement between Kosovo, of the one part, and European Union and European Atomic Energy Community, of the other part, available at: [http://www.mei-ks.net/repository/docs/kosovo-eu\\_saa\\_final\\_sq.pdf](http://www.mei-ks.net/repository/docs/kosovo-eu_saa_final_sq.pdf)

of the Stabilization and Association Agreement between Kosovo and European Union.<sup>15</sup> This *Draft Law* significantly transposes the provisions of EU *acquis* for the scope of vehicles. Tables of Concordance are significantly drafted according to the Guidelines on Compiling the Table of Concordance with EU *acquis*.<sup>16</sup> A number of provisions of EU *acquis* for the field of vehicles are fully compliant with EU *acquis*. Also, further harmonization with EU *acquis* is foreseen to be done with secondary legislation and gradually during the period of implementation of Articles 60 and 113 of SAA.

## 9. ASSESSMENT OF COMPLIANCE

The scope of this *Draft Law on Vehicles* is subject of specific regulation with EU *acquis*. This Draft Law significantly transposes the provisions of EU *acquis* for the scope of vehicles. A number of provisions of EU *acquis* for the field of vehicles are fully compliant with EU *acquis*. Further harmonization should be focused on the implementation of obligations deriving from SAA, which are related to the registration of vehicles, motor vehicles and their trailers, systems, integral parts and special technical units, periodic tests of roadworthiness for motor vehicles and trailers, documents of registration for vehicles, and technical inspection of roadworthiness for commercial vehicles. Harmonization with EU *acquis* in the field of transport and especially vehicles will impact the development of a transport system that is compatible, interoperable and in line with EU system.

Respectfully,

Novitet Nezaj

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Ministry of European Integration

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<sup>15</sup> Ministry of Infrastructure required the issuance of the legal opinion on compliance with EU *acquis* in an expedited manner; therefore, Department of EU Law/MEI assumes no responsibility for eventual omissions that may result when further proceeding the Draft Law.

<sup>16</sup> See Manual on Compiling Tables and Statement of Compliance. (2016) *Ministry of European Integration*. [online] available at: [http://www.mei-ks.net/repository/docs/20151019154655\\_manual-sq-19102015.pdf](http://www.mei-ks.net/repository/docs/20151019154655_manual-sq-19102015.pdf) [Accessed 1 November 2016].



**Republika e Kosovës**  
**Republika Kosova-Republic of Kosovo**  
*Qeveria-Vlada-Government*

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**PROJEKTLIGJI PËR AUTOMJETE**

**THE DRAFTLAW ON VEHICLE**

**NACRT ZAKONA O VOZILIMA**



<p><b>Kuvendi i Republikës së Kosovës,</b></p> <p>Në mbështetje të Nenit 65 (1) të Kushtetutës së Republikës së Kosovës,</p> <p>Miraton:</p> <p><b>KAPITULLI I</b> <b>DISPOZITAT E PËRGJITHSHME</b></p> <p><b>LIGJ PËR AUTOMJETE</b></p> <p><b>Neni 1</b> <b>Qëllimi</b></p> <p>1. Qëllimi i këtij ligji është përcaktimi i kushteve bazë të pajisjeve dhe instalimeve të cilat duhet ti ketë mjete, dimensionit, masa më e madhe e lejuar dhe ngarkesa boshtore e mjetit si edhe kushtet të cilat duhet ti plotësoj mjeti në komunikacion, kushtet për importim, miratimin e tipit të mjetit, pjesës përbërëse, njësisë së pavarur teknike, kontrollimin teknik të automjeteve, kontrollimi i rregullsisë teknike në rrugë, regjistrimin e automjeteve, automjetet të cilat kanë dalë prej përdorimit si dhe çështjet tjera lidhur me to.</p> <p>2. Ky ligj është në përputhshmëri me Direktivën e Parlamentit Evropian dhe e Këshillit nr. 2014/45/EC e datës 3 Prill 2014 për kontrollin</p>	<p><b>The Assembly of the Republic of Kosovo,</b></p> <p>In support of Article 65 (1) of the Constitution of the Republic of Kosovo,</p> <p>Approves:</p> <p><b>CHAPTER I</b> <b>GENERAL PROVISIONS</b></p> <p><b>LAW ON VEHICLE</b></p> <p><b>Article 1</b> <b>Purpose of the Law</b></p> <p>1. The purpose of this law is to determine the basic rules of equipment and tools vehicle should have, dimensions, greater measures allowed and vehicle axle load, as well as the standards vehicles must fulfill in traffic, conditions for importation, technical check of vehicles, roadside inspection, type approval of vehicle, components, independent technical unit vehicle registration, end of life vehicle and other related issues.</p> <p>2. This law is in compliance with Directive of the European Parliament and of the Council nr. 2014/45/EC of 3 April 2014 on periodic</p>	<p><b>Skupština Republike Kosovo,</b></p> <p>Na osnovu člana 65 (1) Ustava Republike Kosova,</p> <p>Usvaja:</p> <p><b>POGLAVLJE I</b> <b>OPŠTE ODREDBE</b></p> <p><b>ZAKONA O VOZILIMA</b></p> <p><b>Član 1</b> <b>Cilj</b></p> <p>1. Cilj ovog zakona je utvrđivanje osnovnih uslova za opremu i uređaje koje mora imati vozilo, dimenzija, najveća dopuštena masa i osovinsko opterećenje vozila kao i uslove koje treba ispuniti vozilo u saobraćaju, uslove za uvoz, odobrenje tipa vozila, sastavni delovi, odvojena tehnička jedinica, tehnički pregled vozila, tehnički pregled vozila na drumskom saobraćaju, registracija vozila, vozila koja se neupotrebljavaju i druga srodna pitanja,</p> <p>2. Ovaj zakon je u skladu sa Direktivom Evropskog parlamenta i Saveta br. 2014/45/ EC od 3 Aprila 2014 godine o periodičnim</p>
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<p>teknike periodike; 2014/46/EC të datës 3 Prill 2014 për regjistrimin e automjeteve; 2014/47/EC të datës 3 Prill 2014 për kontrollimin e rregullsisë teknike të automjeteve komerciale në rrugë; 2007/46/EC të datës 5 Shtator 2007 për krijimin e një kornize për miratimin e automjeteve dhe rimorkiove të tyre, dhe të sistemeve, komponentëve dhe njësive të veçanta teknike të destinuara për automjetet të tilla (Direktive Kornize); 2000/53/EC të datës 18 Shtator 2000 për automjetet jashtë përdorimit; 1999/37/EC të datës 29 Prill 1999 për dokumentet e regjistrimit të automjeteve.</p>	<p>roadworthiness tests for motor vehicles and their trailers; 2014/46/EC of 3 April 2014 on the registration documents for vehicles; 2014/47/EC of 3 April 2014 on technical roadside inspection of the roadworthiness of commercial vehicles; 2007/46/EC of 5 September 2007 on establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive); 2000/53/EC of 18 September 2000 on the end of life vehicles; 1999/37/EC of 29 April 1999 on the registration documents for vehicles.</p>	<p>pregledima ispravnosti; 2014/46/EC od 3. aprila 2014 o registraciji vozila; 2014/47/EC od 3. aprila 2014. godine o tehničkoj ispravnosti komercijalnih vozila na putevima; 2007/46/EC od 5. Septembra 2007. godine o uspostavljanju okvira za odobrenje motornih vozila i njihovih prikolica, i sistema, komponenti i odvojenih tehničkih jedinica namenjenih za takva vozila (Okvirna Direktiva); 2000/53/EC od 18. septembra 2000. godine o vozilima van upotrebe; 1999/37/EC od 29. aprila 1999. godine o dokumentima za registraciju vozila.</p>
<p>3. Në kuadër të fushëveprimit të këtij ligji zbatohet ligji në fuqi për kundërvajtjet përveç nëse është përcaktuar ndryshe me këtë ligj.</p>	<p>3. In the framework of this law, the law on traffic violations is applicable unless otherwise stipulated by this law.</p>	<p>3. U okviru delokruga ovog zakona, primenjuje se važeći zakon o prekršajima, osim ako to nije drugačije utvrđeno ovim zakonom.</p>
<p style="text-align: center;"><b>Neni 2 Fushëveprimi</b></p> <p>Dispozitat e këtij ligji zbatohen ndaj të gjitha institucioneve shtetërore, subjekteve juridike dhe pjesëmarrësve në komunikacionin rrugorë ashtu siç parashihet me këtë ligj.</p>	<p style="text-align: center;"><b>Article 2 Scope</b></p> <p>The provisions of this law apply to all state institutions, legal entities, and road traffic participants as foreseen by this law.</p>	<p style="text-align: center;"><b>Član 2 Delokrug</b></p> <p>Odredbe ovog zakona se primenjuju na sve državne institucije, pravne osobe i učesnike u drumskom saobraćaju kao što se predviđa ovim zakonom.</p>
<p style="text-align: center;"><b>Neni 3 Përkufizimet</b></p> <p>1. Shprehjet e përdorura në këtë ligj kanë këtë kuptim:</p>	<p style="text-align: center;"><b>Article 3 Definitions</b></p> <p>1. Expressions used in this law shall have the following meaning:</p>	<p style="text-align: center;"><b>Član 3. Definicije</b></p> <p>1. Izrazi u smislu ovoga zakona imaju sledeće značenje:</p>

<p>1.1. <b>“mjet”</b> është një mjet motorik ose rimorkioja e tij;</p> <p>1.2. <b>“mjet motorik”</b> nënkupton çdo automjet me djegje të brendshme i cili lëvizë në rrugë me fuqi të vet, ka të paktën katër rrota, i kompletuar apo i pa kompletuar me një shpejtësi maksimale që tejkalon 25 km/h;</p> <p>1.3. <b>“mjet motorik hibrid”</b> është një mjet me të paktën dy konvertues energjie të ndryshëm dhe dy sisteme të ndryshme ruajtje energjie (në mjet) për qëllimet e lëvizjes së mjetit;</p> <p>1.4. <b>“mjet elektrik hibrid”</b> është një mjet hibrid që, për qëllimet e lëvizjes mekanike, tërheq energji nga të dy burimet në mjet të energjisë/fuqisë së ruajtur si një karburant të konsumueshëm apo një pajisje për ruajtjen e energjisë elektrike/fuqisë (p.sh, bateri, kondensator, volant/gjenerator, etj.</p> <p>1.5. <b>“masa më madhe e lejuar”</b> është masa të cilën e përcakton prodhuesi i mjetit sipas karakteristikave strukturale të tij;</p> <p>1.6. <b>“akt rregullativ”</b> është specifikimi i veçantë teknik normativë ose rregullorja e</p>	<p>1.1. <b>“vehicle”</b> means any motor vehicle or its trailer;</p> <p>1.2. <b>“motor vehicle”</b> means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h;</p> <p>1.3. <b>“hybrid motor vehicle”</b> means a vehicle with at least two different energy converters and two different energy storage systems (on-vehicle) for the purpose of vehicle propulsion;</p> <p>1.4. <b>“hybrid electrical vehicle”</b> means a vehicle with at least two different energy converters and two different energy storage systems (on -vehicle) for the purpose of vehicle propulsion as a consumable fuel than an electrical energy/power storage device (e.g. battery, capacitor, flywheel/generator, etc.)</p> <p>1.5. <b>“maximum permissible mass”</b> means the mass which determines the vehicle manufacturer according to its structural characteristics;</p> <p>1.6. <b>“regulatory act”</b> means a separate directive or regulation or an UNECE</p>	<p>1.1. <b>“vozilo”</b> znači svako motorno vozilo ili njegova prikolica;</p> <p>1.2. <b>“motorno vozilo”</b> podrazumeva svako vozilo sa motorem sa unutrašnjim sagorevanjem koji se kreće na putu svojom snagom, ima najmanje četiri točkaca, kompletirano ili ne-kompletirano sa najvećom brzinom iznad 25 km/h;</p> <p>1.3. <b>„hibridno motorno vozilo”</b> znači vozilo s najmanje dva različita pretvornika energije i dva različita sustava za skladištenje energije, (u vozilu), za pogon vozila;</p> <p>1.4. <b>„hibridno električno vozilo”</b> znači hibridno vozilo koje za potrebe mehaničkog pogona dobiva energiju iz sljedeća dva izvora pohranjene energije/snage u vozilu kao goriva od naprave za pohranjivanje električne energije/snage (npr. akumulator, kondenzator, zamašnjak/generator itd.);</p> <p>1.5. <b>“najveća dozvoljena masa”</b> je masa koja se utvrđuje od strane proizvođača vozila prema svojim strukturnim osobinama.</p> <p>1.6. <b>“normativni akt”</b> je posebna normativna tehnička specifikacija ili uredba</p>
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<p>UNECE-së, si shtojcë e marrëveshjes së rishikuar të vitit 1958;</p> <p>1.7. <b>“importi”</b> nënkupton lejen për të qarkulluar lirshëm pas zhdoganimit definitiv të mjeteve të shteteve tjera në territorin e Republikës së Kosovës;</p> <p>1.8. <b>“miratimi (homologimi)”</b> nënkupton procedurën përmes së cilës vërtetohet se mjeti i caktuar përmbushë dispozitat përkatëse administrative.</p> <p>1.9. <b>“miratimi i tipit”</b> është procedurë e miratimit përmes së cilës vërtetohet se tipi i mjetit rrugor, sistemi, pjesa rezervë ose njësia e pavarur teknike përmbushë dispozitat përkatëse administrative, si dhe kërkesat teknike sipas këtij ligji;</p> <p>1.10. <b>“tipi i mjetit”</b> është mjeti rrugor i kategorisë së caktuar, i cili nuk dallon në paktën sa u përket karakteristikave thelbësore. Tipi i mjetit rrugor mund të përmbajë variante dhe versione;</p> <p>1.11. <b>“autoritetit miratues”</b> është Ministria përkatëse për Transport me kompetencën për të gjitha aspektet e miratimit të tipit të mjetit, sistemit, pjesës përbërëse apo njësisë së pavarur teknike, miratimin individual të mjetit, procesin e autorizimit, lëshimin dhe</p>	<p>Regulation annexed to the revised 1958 Agreement.</p> <p>1.7. <b>“import”</b> refers to the permission to circulate freely after definitive customs clearance of vehicles of other states in the territory Republic of Kosovo;</p> <p>1.8. <b>“approval (homologation)”</b> means a procedure whereby certifies that a vehicle satisfies the relevant administrative provisions and technical requirements.</p> <p>1.9. <b>“type-approval”</b> means the approval procedure whereby it is certified that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements according to this law.</p> <p>1.10. <b>“type of vehicle”</b> means vehicles of a particular category which do not differ in at least in terms of essential features. A type of vehicle may contain variant versions;</p> <p>1.11. <b>“approval authority”</b> is the Ministry relevant of transport (hereinafter Ministry) with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; for the</p>	<p>UNECE-a, kao prilog razmatranog sporazuma iz 1958 godine.</p> <p>1.7. <b>“uvoz”</b> podrazumeva dozvolu za puštanje u slobodan saobraćaj nakon konačnog carinjenja vozila stranih zemalja na teritoriji Republika Kosovo;</p> <p>1.8. <b>„odobrenje (homologacija)”</b> podrazumeva postupak kojim se potvrđuje da određeno vozila ispunjava odgovarajuće administrativne odredbe;</p> <p>1.9. <b>“odobrenje tipa”</b> je postupak kojim se utvrđuje da tip drumskog vozila, sistem, rezervni deo ili odvojena tehnička jedinica, ispunjava uslove predviđene administrativne odredbe kao i tehničke zahteve prema ovom zakonu;</p> <p>1.10. <b>“tip vozila”</b> je drumsko vozilo određene kategorije koje se ne razlikuje najmanje što se tiče bitnih svojstava. Tip drumskog vozila može sadržati varijante i verzije;</p> <p>1.11. <b>“organ za odobrenje”</b> je ministarstvo relevantan za prevoz (u daljem tekstu Ministarstvo) uz ovlašćenje za sve aspekte odobravanja vrste vozila, sistema, sastavnih delova ili odvojene tehničke jedinice, pojedinačnog odobravanja vozila, proces</p>
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kur është e nevojshme, tërheqjen e certifikatave të miratimit, vepron si pikë kontaktuese për autoritetet miratuese të shteteve të tjera, përcakton shërbimet teknike dhe siguron se prodhuesit përmbushin obligimet e tyre në lidhje me përshtatjen e produkteve, përcakton shërbimin teknik dhe për të siguruar se prodhuesi përmbush obligimet e tij për sa i përket përputhshmërisë së produktit.

1.12. **“subjekti i autorizuar për miratim”** nënkupton subjektin e autorizuar nga Ministria përgjegjëse për transport, për të gjitha aspektet e miratimit të tipit të mjetit, sistemit të tij, pjesëve përbërëse, njësive të tij të veçanta, miratimet e veçanta të automjeteve; konstatimin e përputhshmërisë së mjeteve apo miratimin individual të mjeteve, zbatimin e procedurës së identifikimit dhe vlerësimit e gjendjes teknike të mjetit;

1.13. **“miratimi nacional i tipit”** është procedura e miratimit të tipit, e përcaktuar me legjislacionin kombëtar me ç’rast validiteti i një miratimi të tillë është i kufizuar në territorin e shtetit që e ka lëshuar atë;

1.14. **“miratimi individual”** është procedura përmes së cilës subjekti i autorizuar për

authorization process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;

1.12. **“the entity authorized for type approval”** means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the procedure of identification and evaluation of technical condition of the vehicle;

1.13. **“national type-approval”** means a type-approval procedure laid down by the national legislation, the validity of such approval being restricted to the territory of the state that has issued that.

1.14. **“individual approval”** means the procedure whereby the authorized entity for

ovlašćenja, izdavanje kada je to potrebno, oduzimanje uverenje o odobrenju, deluje kao tačka kontakta sa organima za odobrenje drugih zemalja, utvrđuje tehničke usluge i obezbeđuje da proizvođači ispunjavaju svoje obaveze vezano za usklađivanje proizvoda, određuje tehničku uslugu kako bi obezbedilo da proizvođač ispunjava svoje obaveze što se tiče usklađenosti proizvoda.

1.12. **“lice ovlašćeno za odobravanje”** podrazumeva ovlašćeno lice od ministarstva odgovorne za prevoz, o svim aspektima odobravanja tipa vozila, svog sistema, sastavnih delova, odvojenih jedinica, posebnih odobrenja vozila; utvrđivanje usklađenosti vozila ili pojedinačnog odobravanja vozila, primenu postupaka identifikacije i procene tehničkog stanja vozila;

1.13. **“nacionalno odobrenje tipa”** je postupak odobrenja tipa, utvrđen nacionalnim propisima tako da važnost tog odobrenja je ograničen na teritoriju države kojeg je izdala;

1.14. **“pojedinačno odobrenje”** je postupak preko kojeg lice ovlašćeno za odobrenje

<p>miratim vërteton se mjete rugor i caktuar, unikat ose jo, i përmbushë dispozitat përkatëse administrative si dhe kërkesat përkatëse teknike në bazë të këtij Ligji dhe dispozitave të nxjerra në bazë të këtij ligji;</p> <p>1.15. <b>“miratimi i tipit në disa faza”</b> është procedura përmes së cilës subjekti i autorizuar për miratim vërteton se varësisht nga gjendja e të kompletuarit, mjete i pakompletuar apo kompletuar i plotëson dispozitat përkatëse si dhe kërkesat teknike siq përcaktohen me këtë ligj dhe dispozitave të nxjerra në bazë të këtij ligji;</p> <p>1.16. <b>“miratimi i shumëllojshëm i tipit”</b> është procedura e miratimit hap pas hapi të tipit, për të cilën një ose më shumë miratime të sistemit arrihen në fazën përfundimtare të miratimit të tërësishëm të automjetit, pa qenë e nevojshme lëshimi i certifikatave BE-së së miratimit të tipit për këto sisteme;</p> <p>1.17. <b>“miratimi hap-pas-hapi i tipit”</b> është procedura e miratimit të mjetit e cila konsiston në grumbullimin hap-pas-hapi të tërësisë së certifikatave BE-së për miratimin e tipit, për sistemet, pjesët përbërëse, njësitë e pavarura teknike, dhe e cila çon, në fazën përfundimtare për miratimin e tërësishëm të mjetit;</p>	<p>approval certifies that, a particular vehicle, whether unique or not, satisfies the relevant administrative provisions and technical requirements according to this Law and provisions issued based on this law;</p> <p>1.15. <b>“multi-stage type-approval”</b> means the procedure whereby the authorized entity for approval certifies that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative and technical requirements as defined by this Law;</p> <p>1.16. <b>“mixed type-approval”</b> means a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EC type-approval certificates for those systems.</p> <p>1.17. <b>“step-by-step type-approval”</b> means a vehicle approval procedure consisting in the step-by-step collection of the whole set of EC type-approval certificates for the systems, components and separate technical units relating to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle;</p>	<p>utvrđuje da određeno drumsko vozilo, bilo jedinstven ili ne, ispunjava odgovarajuće administrativne odredbe kao i dotične tehničke zahteve predviđene ovim zakonom i odredbi koje proizilaze iz ovog zakona;</p> <p>1.15. <b>“višefazno odobrenje tipa”</b> je postupak preko kojeg ovlašćeno lice za odobrenje dokazuje da zavisno od stanja kompletiranja, ne kompletirano ili kompletirano vozilo ispunjava predviđene odredbe kao i tehničke zahteve kao što se predviđa ovim zakonom i odredbi koje proizilaze iz ovog zakona;</p> <p>1.16. <b>“raznovrsno odobrenje tipa”</b> je postupak postepenog odobrenja tipa, za koje jedno ili više odobrenja sistema se postignu u završnoj fazi kompletnog odobrenja motornog vozila, bez potrebe izdavanja uverenja EU o odobrenju tipa za ove sisteme;</p> <p>1.17. <b>“postepeno odobrenje tipa”</b> je postupak odobrenja koje se sastoji od postepenog prikupljanja svih uverenja EU o odobrenju tipa, sisteme, sastavne delove, odvojenih tehničkih jedinica, što dovodi do konačne faze za kompletno odobravanje vozila;</p>
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<p>1.18. “miratimi një-hapësh i tipit” është procedura e cila konsiston në miratimin e tërësishëm të mjetit me anë të një veprimi të vetëm;</p> <p>1.19. “metoda virtuale e kontrollit” është simulimi kompjuterik duke përfshirë llogaritjet me të cilat dëshmohet nëse mjete rrugor, sistemi, pjesa përbërëse, ose njësia e pavarur teknike i plotëson kërkesat teknike të aktit rregullativ. Për qëllimet e testimit, metoda virtuale nuk kërkon përdorimin fizik të mjetit, sistemit, pjesës përbërëse ose të njësisë së pavarur teknike;</p> <p>1.20. “BE miratimi i tipit” është procedura me të cilin verifikohet se tipi i mjetit rrugor, sistemi, pjesa përbërëse ose njësia e pavarur teknike i plotëson dispozitat përkatëse të këtij ligji dhe dispozitat e miratuara në bazë të këtij ligji, si dhe kërkesat përkatëse teknike;</p> <p>1.21. “BE certifikata e miratimit të tipit” është dokumenti shtojcë i aktit normativ. Si dokument i barabartë konsiderohet edhe formulari për komunikate të shtojcës përkatëse ndaj njërës nga rregulloret UN/ECE;</p> <p>1.22. “certifikata e miratimit të tipit” është dokumenti me të cilin subjekti i autorizuar</p>	<p>1.18. “single-step type-approval” means a procedure consisting in the approval of a vehicle as a whole by means of a single operation;</p> <p>1.19. “virtual testing method” means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or separate technical unit fulfills the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical unit;</p> <p>1.20. “EU type approval” refers to the procedure that verifies that the type of vehicle, system component part or independent technical unit fulfills the relevant provisions of this law and the provisions adopted pursuant to this law, as well as the relevant technical requirements;</p> <p>1.21. “EU type-approval certificate” refers to an annex document to a normative act. The communication notice form of said annex to one of the UN/ECE regulations is also considered an equal document;</p> <p>1.22. “type approval certificate” means the document whereby the authorized entity for</p>	<p>1.18. “odobrenje tipa jednim korakom” je postupak koji se sastoji od samo jednog postupka za kompletno odobrenje vozila;</p> <p>1.19. “virtualna metoda kontrole” je kompjuterska simulacija uključujući računanja kojima se dokazuje da drumsko vozilo, sistem, sastavni deo ili odvojena tehnička jedinica ispunjava tehničke zahteve normativnog akta. U cilju testiranja, virtualna metoda ne zahteva fizičku upotrebu vozila, sistema, sastavnog dela ili odvojene tehničke jedinice;</p> <p>1.20. “EU odobrenje tipa” je postupak kojim se utvrđuje da tip drumskog vozila, sistem, sastavni deo ili odvojena tehnička jedinica ispunjava uslove utvrđene ovim zakonom i propisima donetih na osnovu ovog zakona kao i predviđene tehničke zahteve;</p> <p>1.21. “uverenje EU o odobrenju tipa” je dokumenat priložen normativnom aktu. Kao jednaki dokument smatra se i obrazac za saopštenje dotičnog priloga prema jednoj od uredbi UN/ECE;</p> <p>1.22. “uverenje o odobrenju tipa” je isprava kojom nadležno lice za odobrenje</p>
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<p>për miratim dëshmon se tipi i mjetit rrugor, sistemi, pjesa rezervë ose njësia e pavarur teknike është e miratuar sipas këtij ligji dhe dispozitave të nxjerra në bazë të këtij ligji;</p> <p>1.23. <b>“konstatimi i përputhshmërisë së mjeteve”</b> është homologimi apo miratimi individual i mjeteve;</p> <p>1.24. <b>“certifikata e përputhshmërisë”</b> nënkupton dokumentin e lëshuar nga prodhuesi me anë të së cilit vërtetohet se mjeti cili i përket serisë së tipit të miratuar është në përputhshëri (pajtueshmëri) me aktet normative në kohën e prodhimit të tij;</p> <p>1.25. <b>“certifikata e miratimit individual”</b> është dokumenti përmes së cilit subjekti i autorizuar për miratim zyrtarisht dëshmon se mjeti i caktuar është i miratuar;</p> <p>1.26. <b>“prodhuesi”</b> është personi fizik ose juridik i cili është përgjegjës para subjektit të autorizuar për miratim për të gjitha aspektet e procedurave të miratimit ose autorizimit dhe për të siguruar përshtatjen e produkteve. Personi fizik ose juridik mund të mos jetë direkt i përfshirë në të gjitha fazat e ndërtimit të mjetit, sistemit, pjesës përbërëse ose të njësisë së pavarur teknike, të cilat i nënshtrohen procedurës për miratim.</p>	<p>approval officially certifies that a type of vehicle, system, component or separate technical unit is approved according to this law and provisions issued by this law;</p> <p>1.23. <b>“ascertaining the conformity of vehicles”</b> refers to the homologation or individual type approval of the vehicle;</p> <p>1.24. <b>“certificate of conformity”</b> means the document issued by the manufacturer and certifying that a vehicle belonging to the series of the type approved is in accordance conformity) with the normative acts at the time of its production;</p> <p>1.25. <b>“individual approval certificate”</b> means the document whereby the authorized entity for approval officially certifies that a particular vehicle is approved;</p> <p>1.26. <b>“manufacturer”</b> means the natural or legal person who is responsible to the authorized entity for approval for all aspects of the type approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>dokazuje da tip vozila, sistem, rezervni deo ili odvojena tehnička jedinica je odobrena prema ovom zakonu i odredbi koje proizilaze iz ovog zakona;</p> <p>1.23. <b>“utvrđivanje usklađenosti vozila”</b> je homologacija ili pojedinačno odobravanje vozila;</p> <p>1.24. <b>“potvrda usklađenosti”</b> je dokument izdat od proizvođača kojim se potvrđuje da vozilo pripada seriji odobrenog tipa je u skladu sa normativnim aktima u vremenu njegove proizvodnje;</p> <p>1.25. <b>“uverenje pojedinačnog odobrenja”</b> je isprava kojom ovlašćeno lice zvanično dokazuje da određeno vozilo je odobreno;</p> <p>1.26. <b>“proizvođač”</b> je pravno ili fizičko lice koje je odgovorno ovlašćenom licu za odobrenja o svim aspektima postupka odobravanja ili ovlašćivanja i za obezbeđivanje usklađenosti proizvoda. Pravno ili fizičko lice ne mora da neposredno bude uključen u svim fazama izrade vozila, sistema, sastavnog dela ili odvojene tehničke jedinice, koje podležu postupka za odobravanje;</p>
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<p>1.27. “<b>përfaqësuesi i prodhuesit</b>” është çdo person fizik ose juridik, të cilin prodhuesi e autorizon ta përfaqësojë para autoritetit për miratim dhe të ndërmarrë veprime në emrin e tij në pajtim me dispozitat e këtij ligji, dhe aty ku përmendet shprehja “prodhues” duhet të nënkuptohet prodhuesi ose përfaqësuesi i tij;</p> <p>1.28. “<b>sistemi</b>” është tersi e pajisjeve të kombinuara për të kryer një ose më shumë funksione specifike në një automjet i cili i nënshtrohet kërkesave të çdo akti normativ;</p> <p>1.29. “<b>specifikimi teknik</b>” është akt që i përcakton kërkesat teknike të cilat duhet t'i plotësojë mjeti rrugor, sistemi, pjesa rezervë ose njësisia e pavarur teknike dhe pajisja që të mund të lëshohen në treg, përkatësisht të mund të përdoren, si dhe procedurat me të cilat mund të verifikohet se a janë plotësuar kërkesat;</p> <p>1.30. “<b>pjesët origjinale apo pajisja</b>” nënkupton pjesët ose pajisja të cilat janë prodhuar sipas specifikacioneve dhe standardeve të siguruara nga prodhuesi për prodhimin e pjesëve apo pajisjeve për montimin e mjetit. Kjo përfshinë pjesët ose pajisjet të cilat janë prodhuar në linjën e</p>	<p>1.27. “<b>manufacturer’s representative</b>” means any natural or legal person who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Law, and where reference is made to the term “manufacturer”, it is to be understood as indicating either the manufacturer or his representative;</p> <p>1.28. “<b>system</b>” means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;</p> <p>1.29. “<b>technical specification</b>” refers to an act that determines the technical requirements the vehicle, system, spare part or independent technical unit is expected to fulfill, before they are released in the market, in order for them to be used, as well as the procedures to verify whether the requirements are fulfilled;</p> <p>1.30. “<b>original parts or equipment</b>” means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes parts or equipment</p>	<p>1.27. “<b>zastupnik proizvođača</b>” je pravno ili fizičko lice, koje je ovlašćeno od strane proizvođača da zastupa ispred nadležnih organa za odobravanje i da preduzme mere u njegovo ime, u skladu sa odredbama ovoga zakona, i tamo gde se pomeni izraz “proizvođač” podrazumeva se proizvođač ili njegov zastupnik;</p> <p>1.28. “<b>sistem</b>” je celina kombinovanih oprema za vršenje jedne ili više određenih funkcija od vozila koje podleže zahtevima svakog normativnog akta;</p> <p>1.29. “<b>tehnička specifikacija</b>” je akt koji određuje tehničke zahteve koje se moraju ispuniti od strane drumskog vozila, sistema, rezervnog dela ili odvojena tehnička jedinica i oprema koja može da se stavlja na tržište, odnosno koristiti, kao i postupci kojima se utvrđuje ispunjavanje zahteva;</p> <p>1.30. “<b>originalni delovi ili oprema</b>” podrazumeva delove ili opremu izrađenu po specifikacijama i standardima obezbeđenih od strane proizvođača za proizvodnju delova ili opreme za montiranje vozila. To su delovi i oprema koje su izrađene na istoj liniji proizvodnje kao ovi delovi i oprema.</p>
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<p>prodhimit të njëjtë si këto pjesë ose pajisje. Supozohet, përveç nëse e kundërta është provuar, se pjesët përbëjnë pjesë origjinale në qoftë se prodhuesi i pjesës vërteton që pjesët përputhen me cilësinë e pjesëve përbërëse të përdorura për montimin e mjetit në fjalë dhe janë prodhuar sipas specifikimeve dhe standardeve të prodhuesit të automjeteve;</p> <p>1.31. <b>“pjesë përbërëse”</b> është pajisja e bërë në përputhje me kërkesat e përcaktuara me akt normativ me qëllim që të jetë pjesë e mjetit i cili mund të miratohet në mënyrë të pavarur nëse në mënyrë shprehimore kërkohet nga dispozitat;</p> <p>1.32. <b>“njësia e pavarur teknike”</b> është pajisja e cila i nënshtrohet kërkesave të aktit rregullativ e dedikuar për mjetin, miratimi i të cilit është bërë veçmas, por vetëm në lidhje me një ose më shumë tipe të caktuara të automjetit në rastet kur është e përcaktuar me akte normative;</p> <p>1.33. <b>“mjet i vjetër”</b> nënkupton mjetin i cili është i regjistruar si objekt muzeor ose është i regjistruar në regjistrin qendror të trashëgimisë kombëtare;</p>	<p>which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;</p> <p>1.31. <b>“component”</b> means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p> <p>1.32. <b>“separate technical unit”</b> means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p> <p>1.33. <b>“old vehicle”</b> pursuant to special regulation, refers to a vehicle registered as a museum piece or recorded on the central register of national heritage;</p>	<p>Pretpostavlja se, osim ako je suprotno dokazano, da delovi su originalni ukoliko proizvođač dela dokazuje da deo se poklapa sa kvalitetom sastavnih delova upotrebljenim tokom montiranja dotičnog vozila i da su proizvedeni prema specifikacijama i standardima proizvođača vozila;</p> <p>1.31. <b>“sastavni deo”</b> je oprema izrađena u skladu sa zahtevima utvrđenim normativnim aktom sa ciljem da bude deo vozila koji može da se odobrava nezavisno ukoliko se to izričito zahteva od propisa;</p> <p>1.32. <b>“odvojena tehnička jedinica”</b> je uređaj koji podleže normativnim aktima posvećeni vozilu, odobrenje koje je vršeno posebno, ali sama vezano za jedan ili više specifičnih tipova vozila u slučaju kada je utvrđeno normativnim aktima;</p> <p>1.33. <b>“staro vozilo”</b> podrazumeva vozilo koje je registrovano kao muzejski eksponat ili je registrovan u glavni registar nacionalne baštine;</p>
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<p>1.34. <b>“mjet rrugor i pakompletuar”</b> është çdo mjet rrugor i cili duhet së paku të nënshtrohet edhe një faze të mëtejme të verifikimit e përbushjes së kërkesave përkatëse teknike;</p> <p>1.35. <b>“mjeti rrugor i kompletuar”</b> është mjeti rrugor, i cili e ka kaluar procesin disa fazash të miratimit të tipit dhe i cili i përbush kërkesat përkatëse teknike të përcaktuara me këtë Ligji dhe dispozitave të nxjerra në bazë të këtij ligji;</p> <p>1.36. <b>“mjeti rrugor nga përmbyllja e serisë”</b> është çdo mjet rrugor i cili është pjese e rezervave, qe nuk mund te regjistrohet ose te shitet ose te lëshohet ne përdorim për shkak hyrjes ne fuqi te te kërkesave te reja teknike, për te cilat nuk është bere miratimi i tipit;</p> <p>1.37. <b>“kontrolli teknik”</b> është kontroll e përcaktuar për të siguruar se automjeti është i sigurt që të përdoret në rrugët publike dhe është në përputhje me karakteristikat e kërkuara dhe të detyrueshme të sigurisë dhe të mjedisit;</p> <p>1.38. <b>“certifikata e kontrollit teknike”</b> është dokument i lëshuar nga subjekti juridik, dhe i cili përmban rezultatet e kontrollit teknike të mjetit;</p>	<p>1.34. <b>“incomplete vehicle”</b> means any vehicle which must undergo at least one further stage of completion in order to meet the relevant technical requirements;</p> <p>1.35. <b>“completed vehicle”</b> means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements according to the relevant administrative provisions and technical requirements by this law;</p> <p>1.36. <b>“end-of-series vehicle”</b> means any vehicle that is part of a stock which cannot be registered or sold or entered into service owing to the entry into force of new technical requirements against which it has not been approved;</p> <p>1.37. <b>“roadworthiness test”</b> means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>1.38. <b>“roadworthiness certificate”</b> means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the</p>	<p>1.34. <b>“ne-kompletirano drumsko vozilo”</b> je svako drumsko vozilo koje treba najmanje da podlegne još jednoj daljoj fazi provere ispunjavanja propisanih tehničkih zahteva;</p> <p>1.35. <b>“kompletirano drumsko vozilo”</b> je drumsko vozilo koje je prošla proces od nekoliko faza za odobravanje tipa i koje ispunjava tehničke zahteve propisane ovim zakonom i odredbi koje proizilaze na osnovu ovog zakona;</p> <p>1.36. <b>“drumsko vozilo po okončanju serije”</b> je svako drumsko vozilo iz rezervnog kontingenta, koje se ne može registrovati ili prodati ili stavljati u upotrebu zbog stupanja na snagu novih tehničkih zahteva, za koje nije vršeno odobrenje tipa;</p> <p>1.37. <b>„tehnički pregled”</b> je predviđena kontrola kojom se obezbeđuje da vozilo je bezbedno da se koristi na javnim drumovima i da je u skladu sa zahtevanim i obaveznim karakteristikama bezbednosti i zaštite životne sredine;</p> <p>1.38. <b>“Tehničke ispravnosti certifikat”</b> znači izvješće stanicama za tehnički pregled izdaje nadležno tijelo ili centru za testiranje sadrži rezultat roadworthiness test</p>
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<p>1.39. “subjekti juridik për kontroll teknike” është subjekti juridik i autorizuar për kryerjen e kontrollit teknik të mjeteve rrugore;</p> <p>1.40. “mangësitë” janë defektet teknike dhe rastet e tjera të mos-përputhjeve të gjetura gjatë kontrollit teknike;</p> <p>1.41. “regjistrimi” nënkupton autorizimin administrativ për hyrjen në shërbim në trafikun rrugor të automjetit, duke përfshirë identifikimin e këtij të fundit me një numër të veçantë, që do të njihet si numri i regjistrimit;</p> <p>1.42. “pëlqimi për regjistrim” është dokumenti i cili lëshohet në procedurën për identifikim, ose vlerësim të gjendjes teknike të mjetit rrugor;</p> <p>1.43. “bartësi i certifikatës së regjistrimit të automjetit” është personi juridik ose fizik në emrin e të cilit mjeti është regjistruar;</p> <p>1.44. “anulimi i regjistrimit” është anulimi i autorizimit për automjetin që të përdoret në komunikacionin rrugor;</p>	<p>roadworthiness test;</p> <p>1.39. “legal entity for technical control” refers to the legal entity authorized to carry out the technical inspection of road vehicles;</p> <p>1.40. “deficiencies” means technical defects and other instances of non-compliance found during a roadworthiness test;</p> <p>1.41. “registration” shall mean 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;</p> <p>1.42. “registration consent” refers to a document issued during the identification procedure, or during the technical inspection of the vehicle;</p> <p>1.43. “holder of a vehicle registration certificate” means the legal or natural person in whose name the vehicle is registered;</p> <p>1.44. “cancellation of a registration” means the cancellation of the authorisation for a vehicle to be used in road traffic;</p>	<p>1.39. “pravno lice za tehnički pregled” je pravno lice ovlašćeno za vršenje tehničkog pregled drumskih vozila;</p> <p>1.40. „nedostaci” su tehnički kvarovi i drugi slučajevi neusklađenosti ustanovljeni tokom tehničkog pregleda;</p> <p>1.41. „registracija” podrazumeva administrativno ovlašćenje za stavljanje vozila na drumskom saobraćaju, uključujući identifikaciju ovog poslednjeg sa posebnim brojem, koji će biti poznat kao registarski broj;</p> <p>1.42. “saglasnost za registraciju” je isprava koja se izdaje tokom postupka identifikacije ili procenjivanja tehničkog stanja drumskog vozila;</p> <p>1.43. „držalac uverenja registracije vozila” je pravno ili fizičko lice na čije je ime vozilo registrirano.</p> <p>1.44. “poništenje registracije” je poništenje ovlašćenja nad vozilom za korišćenje na drumskom saobraćaju,</p>
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<p>1.45. <b>“pezullimi”</b> është periudha kohore ne te cilën automjeti nuk është i autorizuar qe te shfrytëzohet ne komunikacionin rrugor;</p> <p>1.46. <b>“kontrollimi teknik ne rruge”</b> do të thotë inspektim i papritur teknik i rregullsisë se automjetit i cili kryhet nga njësia mobile për kontrollim teknik të automjeteve nën mbikëqyrjen e drejtpërdrejtë te Ministrisë;</p> <p>1.47. <b>“njësia mobile e inspektimit”</b> është sistemi i transportueshëm i pajisjeve testuese të cilat janë të nevojshme për tu kryer inspektimi detajuar në rrugë nga inspektorët kompetent të thirrur për të kryer një inspektim të tillë;</p> <p>1.48. <b>“inspektuesi”</b> është personi i autorizuar nga Ministria në kuadër të kontrollimit teknik mobil për te kryer kontrollin fillestare apo me te detajuar teknike ne rrugë;</p> <p>1.49. <b>“mjeti jashtë përdorimit”</b> është mjeti i cili është mbetje, të cilin pronari e hedhë ose i kërkohet që ta hedhë;</p> <p>1.50. <b>“parandalimi”</b> nënkupton masat që synojnë reduktimin e sasisë dhe dëmtimit te mjedisit nga automjetet jashtë përdorimit, materialeve të tyre dhe substancave.</p>	<p>1.45. <b>“suspension”</b> means a limited period of time in which a vehicle is not authorised to be used in road traffic;</p> <p>1.46. <b>“technical roadside inspection”</b> means an unexpected technical inspection of the roadworthiness of the vehicle carried out by the mobile technical inspection under the direct supervision of the Ministry;</p> <p>1.47. <b>“mobile inspection unit”</b> means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p> <p>1.48. <b>“inspector”</b> means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p> <p>1.49. <b>“end-of life vehicle”</b> means a vehicle which is waste which the holder discards or intends or is required to discard;</p> <p>1.50. <b>“prevention”</b> means measures aiming at the reduction of the quantity and the harmfulness for the environment of end-of life vehicles, their materials and substancës.</p>	<p>1.45. <b>“obustava”</b> podrazumeva vremenski period tokom koje vozilu nije dozvoljeno da se koristi na drumskom saobraćaju.</p> <p>1.46. <b>„tehnički pregled na putu”</b> znači neočekivani tehnički pregled ispravnosti vozila koji se sprovodi od mobilne jedinice za tehnički pregled vozila pod neposrednim nadzorom odgovornog ministarstva;</p> <p>1.47. <b>„mobilna jedinica za pregled”</b> je prenosni sistem opreme za ispitivanje potrebne za vršenje detaljnog pregleda tehničke ispravnosti na putu od strane ovlašćenih inspektora pozvani za vršenje takve inspekcije;</p> <p>1.48. <b>„inspektor”</b> je osoba ovlašćena od strane Ministarstva u okviru mobilnog tehničkog pregleda za vršenje početnog ili detaljnijeg tehničkog pregleda na putu;</p> <p>1.49. <b>“vozilo van upotrebe”</b> je vozilo koje je otpad, koje vlasnik želi da baci ili zahteva se od njega da je baci.</p> <p>1.50. <b>“sprečavanje”</b> podrazumeva mere koje ciljaju smanjenje količine i oštećenja životne sredine od vozila koje su van upotrebe, njihovih materijala i supstanci.</p>
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<p>2. Termat të cilat shfrytëzohen në këtë ligj dhe nuk janë të definuar tek nocionet, kanë definim në ligjet tjera.</p>	<p>2. The definitions of notions used in this law, when not defined within the notions, are defined in other laws.</p>	<p>2. Izrazi upotrebljeni u ovom zakonu, a nisu definisani ispod definicija, definisani su u drugim zakonima.</p>
<p><b>KAPITULLI II</b></p>	<p><b>CHAPTER II</b></p>	<p><b>POGLAVLJE II</b></p>
<p style="text-align: center;"><b>Neni 4 Mbikëqyrja</b></p>	<p style="text-align: center;"><b>Article 4 The supervision</b></p>	<p style="text-align: center;"><b>Član 4 Nadzor</b></p>
<p>Mbikëqyrja e këtij ligji bëhet nga zyrtarët e autorizuar të Ministrisë, Ministrisë së Punëve të Brendshme dhe institucioneve të tjera në kuadër të kompetencave të parapara me këtë ligj.</p>	<p>The supervision of this law is conducted by the authorized officers of the Ministry, Ministry of Internal Affairs and other institutions within the competencies foreseen by this law.</p>	<p>Nadzor ovog zakona se obavlja od ovlašćenih službenika Ministarstva, ministarstva unutarnjih poslova i drugih institucija u okviru nadležnosti propisano ovim zakonom.</p>
<p><b>KAPITULLI III MJETET</b></p>	<p><b>CHAPTER III VEHICLES</b></p>	<p><b>POGLAVLJE III VOZILA</b></p>
<p style="text-align: center;"><b>Neni 5 Rregullat e përgjithshme</b></p>	<p style="text-align: center;"><b>Article 5 General Rules</b></p>	<p style="text-align: center;"><b>Član 5 Opšta pravila</b></p>
<p>1. Mjetet në komunikacionin rrugor duhet ti plotësojnë kushtet lidhur me përmasën, masën më të madhe të lejuar, ngarkimin boshtor, si dhe të kenë instalimet dhe pajisjet e parapara, në gjendje të rregullt. Ministria, përcakton rregullat për dimensionet, ngarkesën boshtore, dhe masën më të madhe të lejuar.</p>	<p>1. Vehicles on road traffic shall fulfill the criteria related to the dimension, the maximum mass allowed, the axletree rod, must have the installations and the foreseen equipment in good condition. The Ministry determines the rules on dimension, axletree burden, and maximum mass allowed.</p>	<p>1. Vozila u drumskom saobraćaju moraju ispuniti uslove vezano za dimenziju, najvećoj dopuštenoj masi, osovinsko opterećenje kao i imati ispravno propisane uređaje i opremu. Ministarstvo, određuje propise o dimenzijama, osovinskom opterećenju i najvećoj dopuštenoj masi.</p>
<p>2. Mjetet të cilat nuk i plotësojnë kushtet e parapara lidhur me përmasën, me masën më të madhe të lejuar dhe ngarkimin boshtor, mund të marrin pjesë në komunikacion rrugor publik</p>	<p>2. Vehicles that do not fulfill the criteria regarding dimensions, maximum allowed mass and axletree rod, can participate on public road traffic if they fulfill special requirements that</p>	<p>2. Vozila koje ne ispunjavaju propisane uslove vezano za dimenziju, najveću dopuštenu masu i osovinsko opterećenje, mogu učestvovati u saobraćaju na javnom putu ako ispunjavaju</p>



<p>nëse i plotësojnë kushtet e posaçme të cilat bëjnë të mundshme lëvizjen e sigurt sipas lejes së dhënë nga Komuna për rrugët lokale apo Ministria për rrugë regjionale dhe nacionale në bashkëpunim me Policinë e Kosovës, varësisht se në territorin e së cilit marrin pjesë në komunikacion.</p> <p>3. Punët operative të matjes, kontrollit të ngarkesës boshtore, masës së përgjithshme dhe dimensionet e mjetit në komunikacion në rrugë e bënë zyrtari i autorizuar për mbikëqyrjen e komunikacionit në rrugë publike (zyrtari i autorizuar nga Ministria, Policia e Kosovës, zyrtari i autorizuar nga Komuna dhe Dogana e Kosovës).</p> <p>4. Dënohet me gjobë nga njëqind e tridhjetë (130) €, shoferi i cili drejtojnë mjetin i cili nuk i plotëson kushtet e parapara për masën e përgjithshme, dimensionet dhe ngarkimin boshtor të mjetit.</p> <p>5. Dënohet me gjobë gjashtëqind (1.000) € subjekti juridik ose institucioni në emër dhe brenda autorizimeve të së cilit vepron personi i lartpërmendur në paragrafin 2 të këtij neni.</p>	<p>enable safe movement pursuant to the permission granted by the Municipal Assembly for local roads or the Ministry for regional and national roads in cooperation with the Kosovo Police, depending on whose territory they participate in traffic.</p> <p>3. The operational functions of checks of the axletree burden, the general mass and the dimensions of the vehicle in public road traffic is done by authorized officer for the supervision of traffic on public roads (the authorized officer of the Ministry, the Kosovo Police, the authorized officer from the Municipality Assembly and the Kosovo Custom).</p> <p>4. A fine shall be imposed of one hundred and thirty (130) €, on the driver who operates a vehicle which does not fulfill the criteria for the general mass, the dimensions and the axletree rod of the vehicle</p> <p>5. A fine of thousand (1.000) € is imposed on a legal entity or institution on whose behalf or under whose authorization the person mentioned in paragraph 2 of this Article acts.</p>	<p>posebne uslove koje omogućuju bezbedan i neometan saobraćaj prema dozvoli izdatoj od opštine za lokalne puteve ili nadležnog ministarstva za magistralne i nacionalne puteve uz saradnju sa kosovskom policijom, u zavisnosti od teritorije gde učestvuju u saobraćaj.</p> <p>3. Operativne radnje merenja, odnosno kontrole osovinskog opterećenja, ukupne mase i dimenzije vozila u saobraćaju na putevima se vrši od nadležnog službenika ovlašćen za nadzor saobraćaja na javnim putevima (ovlašćeni službenik iz ministarstva, Kosovske policije, ovlašćeni službenik opštine i Kosovske carine).</p> <p>4. Kažnjava se novčanom kaznom od sto trideset (130) €, vozač koji upravlja vozilo koja ne ispunjavaju propisane uslove ukupne mase, dimenzije i osovinsko opterećenje vozila.</p> <p>5. Kažnjivo kaznom od hiljada (1.000) € pravno lice ili institucija u čije ime i u okviru ovlašćenja postupa gore napomenuta osoba u stavu 2 ovog člana.</p>
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<p style="text-align: center;"><b>Neni 6</b> <b>Autorizimi i policit, inspektorit dhe doganierit</b></p> <p>1. Policia, inspektori i transportit dhe doganieri janë të autorizuar të ndalojnë dhe largojnë nga komunikacioni automjetin nëse dimensionet, masa, ngarkesa boshtore e tij tejkalojnë kufijtë, apo rrezikohet siguria në komunikacionin rrugor.</p> <p>2. Lëshimi i serishëm i automjetit në komunikacion mund të bëhet vetëm pasi që i njëjti të marrë certifikatën nga autoritetet kompetente, me të cilën dëshmohet gjendja e rregullt.</p> <p>3. Ngarkesa e automjetit të ndaluar mbetet nën përgjegjësinë e transportuesit që e përdor këtë automjet.</p>	<p style="text-align: center;"><b>Article 6</b> <b>Authorization of police, inspector and customs officer</b></p> <p>1. The police, transport inspector and custom officer are authorized to stop and remove the vehicle from traffic if the dimension, mass or axle load exceeds the limits, or endangers the safety of road traffic.</p> <p>2. The vehicle is allowed back into traffic once it obtains a certificate from the competent authorities which states that the vehicle is in proper condition.</p> <p>3. The cargo of the stopped vehicle remains under the responsibility of the carrier that uses this vehicle.</p>	<p style="text-align: center;"><b>Član 6</b> <b>Ovlašćenje policajca, inspektora i carinika</b></p> <p>1. Policija, inspektori prevoza i carinik ovlašćeni su zaustavljati i izbaciti vozilo iz saobraćaja ukoliko dimenzija, masa ili osovinsko opterećenje vozila prekoračuje granice ili ugrozi bezbednost drumskog saobraćaja.</p> <p>2. Ponovno puštanje u saobraćaj može se dopustiti tek nakon što isti pribavlja uverenje od nadležnog organa, kojim se dokazuje ispravno stanje.</p> <p>3. Za teret zaustavljenog vozila odgovoran ostaje prevoznik koji koristi to vozilo.</p>
<p style="text-align: center;"><b>Neni 7</b> <b>Rregullat për instalimet dhe pajisjet në mjet</b></p> <p>Ministria, përcakton rregullat për instalimet dhe pajisjet të cilat duhet të ketë mjeti kur merr pjesë në komunikacion në rrugë publike.</p>	<p style="text-align: center;"><b>Article 7</b> <b>Rules for installations and equipments on the vehicle</b></p> <p>The Ministry determines the rules on the installations and equipments which each vehicle must have when participating in public road</p>	<p style="text-align: center;"><b>Član 7</b> <b>Propisi o uređajima i opremi na vozilu</b></p> <p>Ministarstvo, određuje propise o uređajima i opremi koje moraju postojati u vozilo kada učestvuje na drumskom saobraćaju.</p>

<p><b>KAPITULLI IV KUSHTET PËR LËSHIMIN E MJETEVE NË TREG</b></p> <p style="text-align: center;"><b>Neni 8</b></p> <p style="text-align: center;"><b>Kushtet për lëshimin e mjeteve në treg</b></p> <p>1. Kushtet:</p> <p>1.1. Mjeti rrugor, sistemi i tijë, pjesa rezervë, njësia e pavarur teknike dhe pajisja mund të lëshohet në treg dhe mund të fillojë të përdoret nëse i plotëson kërkesat teknike dhe zbaton procedurën e përcaktuar të identifikimit dhe vlerësimit teknik si dhe nëse është regjistruar sipas dispozitave të këtij ligji dhe dispozitave të miratuara në bazë të këtij ligji;</p> <p>1.2. Nuk mund të ndalohet, të kufizohet ose pengohet regjistrimi, shitja dhe shfrytëzimi i mjeteve rrugore në komunikacion, sistemeve, pjesëve rezerve, njësive të pavarura teknike nga aspekti i konstruksionit dhe funksionimit të tyre të përfshira në këtë ligj, nëse kërkesat e tilla të përcaktuara me këtë ligj janë plotësuar.</p>	<p><b>CHAPTER IV CONDITIONS FOR ISSUANCE OF VEHICLES IN THE MARKET</b></p> <p style="text-align: center;"><b>Article 8</b></p> <p style="text-align: center;"><b>The conditions for release of funds in the market</b></p> <p>1. Conditions:</p> <p>1.1. Road vehicle, its system, spare part, the independent technical unit and equipment can be released on the market and begin to be used if it fulfills the technical requirements and follow the established procedure of identification and technical evaluation, and if registered pursuant to the provisions of this law and the provisions approved pursuant to this law;</p> <p>1.2. It can not be prohibited, restrict or impede the registration, sale, entry into service or circulation on the road of vehicles, components ore separate technical units, on grounds related to aspects of their construction and functioning covered by this law, if they satisfy such requirements as defined by this law.</p>	<p><b>POGLAVLJE IV USLOVI ZA STAVLJANJE VOZILA NA TRŽIŠTE</b></p> <p style="text-align: center;"><b>Član 8</b></p> <p style="text-align: center;"><b>Uslovi za oslobađanje sredstava na tržištu</b></p> <p>1. Uslovi:</p> <p>1.1. Drumsko vozilo, sistem, rezervni deo, odvojena tehnička jedinica ili uređaj može se staviti na tržište i može da počne da se koristi ako ispunjava tehničke uslove i sprovodi postupak propisan za identifikaciju i tehničku procenu i ako je registrovano u skladu sa odredbama ovog zakona i propisima donetim na osnovu ovog zakona.</p> <p>1.2. Ne može se zabraniti, ograničiti ili ometati registracija, prodaja i korišćenje drumska vozila u saobraćaju, sistema, rezervnih delova, odvojenih tehničkih jedinica u smislu njihove konstrukcije i funkcije obuhvaćena ovim zakonom, ako ti utvrđeni zahtevi ovim zakonom su ispunjeni.</p>
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<p align="center"><b>Neni 9</b> <b>Përjashtimet nga miratimi</b></p>	<p align="center"><b>Article 9</b> <b>Exceptions to approval</b></p>	<p align="center"><b>Član 9</b> <b>Izuzeca od odobrenja</b></p>
<p>1. Dispozitat për miratim nuk aplikohen për:</p> <p>1.1. Mjetet rrugore të projektuara dhe të dedikuara për nevojat e Forcës së Sigurisë së Kosovës, Policisë së Kosovës ose për nevojat e zjarrfikësve;</p> <p>1.2. Mjetet rrugore të dedikuara për përdorim në kantiere ndërtimi, mihje sipërfaqësore, gurore, limane dhe aeroporte;</p> <p>1.3. Makinat e punës;</p> <p>1.4. Mjetet rrugore shpejtësia më e madhe e konstruksionit të së cilave nuk është mbi 6 km/h;</p> <p>1.5. Mjetet rrugore të dedikuara për rekreacion jashtë rrugëve publike;</p> <p>1.6. Mopedët;</p> <p>1.7. Pajisjen e makinave të konstruktura në mënyrë të veçantë për shfrytëzim në pylltari;</p> <p>1.8. Pajisjen e makinave pyjore, pajisjen e instaluar në shasin e mjetit rrugor për punë bujqësore;</p>	<p>1. The provisions for approval do not apply to:</p> <p>1.1. Road vehicles designed and constructed for the needs of the Kosovo Security Force, the Police of Kosovo or the needs of firefighters;</p> <p>1.2. Road vehicles dedicated for use in construction, superficial digging, quarries, ports and airports;</p> <p>1.3. Labour vehicles;</p> <p>1.4. Road vehicles whose maximum construction speed is not above 6 km/h;</p> <p>1.5. Road vehicles dedicated for recreation out of public roads;</p> <p>1.6. Mopeds;</p> <p>1.7. Equipment of vehicles designed in special manner to be used in forestry;</p> <p>1.8. Equipment of forestry vehicles, the apparatus installed in the chassis of the vehicle used for agricultural work;</p>	<p>1. Odredbe o odobrenju ne primenjuju se na:</p> <p>1.1. Drumska vozila projektovane i namenjene za potrebe Kososkih bezbednosih snaga, Kosovska Policije ili za potrebe vatrogasaca;</p> <p>1.2. Drumska vozila namenjena za obavljanje radova na gradilištima, površinskim kopovima, kamenolomima, morskim lukama i aerodromima;</p> <p>1.3. Radna vozila;</p> <p>1.4. Drumska vozila koje po svojoj konstrukciji ne dopuštaju razviti brzinu veću od 6 km/h;</p> <p>1.5. Drumska vozila namenjena rekreaciji van javnih puteva;</p> <p>1.6. Mopedi;</p> <p>1.7. Oprema vozila konstruisana posebno za korišćenje u šumarstvu;</p> <p>1.8. Oprema šumskih vozila, uređaj ugrađen u šasiji drumskog vozila za poljoprivredne radove;</p>

<p>1.9. Mjetet rrugore të cilat importohen përkohësisht që të përdoren në gara, panairë dhe manifestime të tjera të organizuara në Republikën e Kosovës, me ç' rast importimi i përkohshëm i këtyre mjeteve rrugore mund të zgjasë më së shumti tridhjetë (30) ditë;</p> <p>1.10. Mjetet rrugore të dedikuara për ngasje në komunikacionin rrugor dhe të cilat nuk regjistrohen;</p> <p>1.11. Mjetet rrugore të dedikuara ekskluzivisht për gara;</p> <p>1.12. Prototipat e mjeteve të cilat përdoren në rrugë nën përgjegjësinë e prodhuesit, për të kryer një program të veçantë për kontrollim, me kusht që të jenë planifikuara dhe punuara në mënyrë të veçantë për këtë qëllim.</p>	<p>1.9. Road vehicles which are temporarily imported to be used in races, fairs and other events organized in the Republic of Kosovo, in which case the temporary importation of these vehicles can last for a maximum of thirty (30) days;</p> <p>1.10. Road vehicles dedicated for driving in road traffic and which are not registered;</p> <p>1.11. Road vehicles dedicated exclusively for racing;</p> <p>1.12. Prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test programme provided they have been specifically designed and constructed for this purpose.</p>	<p>1.9. Drumska vozila koja se privremeno uvoze kako bi se koristila na takmičenja, na izložbama i drugim manifestacijama koje se održavaju u Republici Kosova, gde tom prilikom privremeni uvoz ovih vozila može da traje najviše trideset (30) dana;</p> <p>1.10. Drumska vozila namenjena za vožnju na drumski saobraćaj i koje se ne registruju;</p> <p>1.11. Drumska vozila namenjena isključivo za takmičenja;</p> <p>1.12. Prototipi vozila koja se koriste na putevima na odgovornost proizvođača, za vršenje specijalnog programa za kontrolu, pod uslovom da iste su proizvedene i radene posebno za ovu svrhu.</p>
<p style="text-align: center;"><b>Neni 10</b> <b>Procedura për plotësimin e kushteve</b></p>	<p style="text-align: center;"><b>Article 10</b> <b>The procedure for fulfilment of the conditions</b></p>	<p style="text-align: center;"><b>Neni 10</b> <b>Postupak za ispunjavanje uslova</b></p>
<p>1. Plotësimi i kushteve nga neni 8 i këtij ligji, do të përcaktohen nga procedurat e mëposhtme:</p> <p>1.1. Miratimi i tipit të mjetit rrugor, sistemit, pajisjes rezerve dhe njësisë së pavarur teknike;</p>	<p>1. The fulfilment of the conditions from Article 8 of this Law are defined by the following procedures:</p> <p>1.1. Type approval of the road vehicle, the system, spare parts and independent technical units;</p>	<p>1. Ispunjavanje uslova iz člana 8 ovoga zakona, će se utvrđivati od sledećih postupaka:</p> <p>1.1. Odobrenje tipa drumskog vozila, sistema, rezervnih delova i pojedinačne tehničke jedinice;</p>

<p>1.2. Miratimi i pjesëve dhe pajisjeve jo origjinale për mjetet të cilat nuk kane miratim për tip;</p> <p>1.3. Miratimi individual i mjeteve sipas kërkesave të përgjithshme dhe të veçanta;</p> <p>1.4. Miratimi individual i mjeteve të përpunuara, riparuar apo modifikuara.</p> <p>1.5. Identifikimin e mjetit;</p> <p>1.6. Kontrollimi i zakonshëm apo jashtëzakonshëm i e mjeteve me kërkesë të veçantë;</p> <p>1.7. Vlerësimi i gjendjes teknike të mjetit.</p> <p>2. Procedurën për miratimin e mjetit rrugor e kryejnë subjektet e autorizuar për miratim, nga Ministria.</p> <p>3. Ministria me akt nënligjor do të përcaktoj kushtet dhe kriteret të cilat duhet t'i përmbushin subjektet e autorizuar për miratim nga paragrafi 2. i këtij neni.</p>	<p>1.2. Approval of the spare parts and non-original equipment for road vehicles which do not have a type approval;</p> <p>1.3. Individual approval of vehicles according to general and special requirements;</p> <p>1.4. Individual approval of processed, repaired and modified vehicles</p> <p>1.5. Vehicle identification;</p> <p>1.6. Ordinary or extraordinary checks of vehicles by special request;</p> <p>1.7. The technical examination of the vehicle.</p> <p>2. Procedure for the approval of the road vehicle is performed by the authorized entities for approval by the Ministry.</p> <p>3. The responsible ministry by sub-legal act shall determine the requirements and criteria which shall be fulfilled by the authorized entities for approval from paragraph 2 of this article.</p>	<p>1.2. Odobrovanje ne-originalnih delova i opreme za vozila koje nemaju odobrovanje za tip;</p> <p>1.3. Pojedinačno odobrenje vozila prema posebnim i opštima zahtevima;</p> <p>1.4. Pojedinačno odobrenje obrađenih, popravljenih ili modifikovanih vozila;</p> <p>1.5. Identifikacija vozila;</p> <p>1.6. Redovna i vanredna kontrola vozila posebnim zahtevom;</p> <p>1.7. Ocenjivanje tehničkog stanja vozila.</p> <p>2. Postupak za odobrenje vozila se vrši od lica ovlašćenih za odobrenje od strane Ministarstva.</p> <p>3. Ministarstvo pravnim aktom će utvrditi uslove i kriterijume koje treba da se ispune od strane ovlašćenih lica za odobrovanje iz stava 2. ovog člana.</p>
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<p align="center"><b>Neni 11</b></p> <p align="center"><b>Prodhimet te cilat nuk janë në përputhje me legjislacionin e BE, por janë të prodhuara në pajtim me dispozitat nacionale</b></p>	<p align="center"><b>Article 11</b></p> <p align="center"><b>Products that are not in compliance with the EU legislation, but are manufactured in compliance with the national provisions</b></p>	<p align="center"><b>Član 11</b></p> <p align="center"><b>Proizvodi koji nisu u saglasnosti sa zakonodavstvom EU, ali su proizvedene u skladu sa nacionalnim odredbama</b></p>
<p>1. Mjetet të cilat nuk janë të punuara në përputhje me legjislacionin e BE-së, miratohen sipas kërkesës me procedurë të veçantë nga komisioni i teknik ekspertëve, kushtet, kriteret dhe procedurat për emërimin e këtij komisioni përcaktohen me akt nënligjorë.</p> <p>2. Nëse autoriteti për miratim, në bazë të dokumentacionit dhe të dhënave të tjera lidhur me prodhimin vërteton se mjete i prodhuar nga paragrafi 1. i këtij neni nuk siguron mbrojtjen e interesit publik, do të ndaloj shfrytëzimin e mjedit, ose do të kërkoj heqjen e tij nga tregu.</p> <p>3. Masat nga paragrafi 2. i këtij neni mund të ndërmerren nga autoriteti për miratim në rast se janë plotësuar të gjitha kushtet e mëposhtme:</p> <p>3.1. Nëse në bazë të dhënave teknike e shkencore që janë në dispozicion konstatohet se ekzistojnë shkaqe për ndalimin, përkatësisht për tërheqjen e produktit me qëllim të mbrojtjes së interesit publik dhe për këtë arsye masat e ndërmarra garantojnë nivelin e duhur të sigurisë;</p>	<p>1. Vehicles which are not made in accordance with EU legislation, adopted by a special procedure, conditions, criteria and procedures for the appointment of this commission shall be determined by sub-legal.</p> <p>2. If the approval authority, based on the documentation and other information regarding the manufacturing, establishes that the production from paragraph 1 of this Article does not provide protection for public interests, it will prohibit the usage of that vehicle or will ask for its removal from the market.</p> <p>3. The measures from paragraph 2 of this Article can be taken by the approval authority if the following conditions are fulfilled:</p> <p>3.1. If on the basis of scientific and technical data that are available is ascertained that there are grounds for prohibition respectively for the product withdrawal in order to protect the public interest and therefore the measures taken guarantee the proper level of security;</p>	<p>1. Vozila koja nisu proizvedena u skladu sa u skladu sa zakonodavstvom EU, odobravaju se sa posebnim postupkom od strane tehničke komisije stručnjaka, uslovi, kriterijumi i procedure za imenovanje ove komisije utvrđuju se podzakonskim aktom.</p> <p>2. Ako organ za odobrenje, na osnovu dokumentacije i drugih podataka vezano za proizvod utvrdi da vozilo proizvedeno iz stava 1. ovoga člana ne obezbeđuje zaštitu javnog interesa, zabrani će se upotrebu tog vozila ili će zahtevati njeno povlačenje sa tržišta.</p> <p>3. Mere iz stava 2. ovoga člana mogu se preduzeti od organa za odobrenje ukoliko su ispunjeni svi dole navedeni uslovi:</p> <p>3.1. Ukoliko na osnovu tehničkih i naučnih podataka koji su na raspolaganje ustanovi se da postoje razlozi za zabranu, odnosno povlačenje proizvoda u cilju zaštite javnog interesa i zbog tog razloga preduzete mere obezbeđuju odgovarajući nivo bezbednosti;</p>



<p>3.2. Nëse i është dhënë mundësia importuesit që në afat prej 30 ditësh nga dita e pranimit të njoftimit për masat, të bëjë përmirësimin e mangësive;</p> <p>3.3. Para marrjes së vendimit lidhur me llojin e masës i thekson vërejtjet dhe arsyetën shkakët për marrjen e masës.</p> <p>4. Në procedurën për miratim nga paragrafi 1. të këtij neni mund të merren parasysh kontrollet e bëra nga subjektet e autorizuar në shtetin tjetër, nëse rezultatet e kontrolleve të tilla pranohen nga autoriteti përkatës në vend.</p>	<p>3.2. If to the importer is given the opportunity, within 30 days of receipt of notification for measures, to correct the deficiencies;</p> <p>3.3. Before taking the decision about the type of measure outlines the remarks and justifies the reasons for taking the measure.</p> <p>4. In the approval procedure from paragraph 1 of this Article can be taken into account the examinations performed by the authorized entities in another state, if the results of such checks are accepted by the relevant authority in place.</p>	<p>3.2. Ukoliko je data mogućnost uvozniku da u roku od 30 dana, od dana uručenja obavještenja o merama, otklanja nedostatke;</p> <p>3.3. Pre donošenja odluke o vrsti preduzete mere, navodi primedbe i obrazložava razloge za preduzimanje mere.</p> <p>4. U postupku za odobravanje iz stava 1. ovoga člana, mogu se uzeti u obzir kontrole proizvoda obavljene od ovlašćenih lica u drugoj zemlji, ukoliko rezultati tih kontrola se priznaju od nadležnog organa zemlje.</p>
<p style="text-align: center;"><b>Neni 12</b> <b>Devijimet nga kërkesat</b></p>	<p style="text-align: center;"><b>Article 12</b> <b>Deviations from the requirements</b></p>	<p style="text-align: center;"><b>Član 12</b> <b>Odstupanja od zahteva</b></p>
<p>1. Autoriteti për miratim mund të heq dorë nga kërkesat e caktuara dhe të lejoj daljen në treg për:</p> <p>1.1. Mjetet rrugore pjesët rezerve dhe njësitë e pavarura teknike të cilave janë bërë në seri më të vogla në pajtim me dispozitat e miratuara të këtij ligji;</p> <p>1.2. Mjetet rrugore nga përmbyllja e serisë;</p> <p>1.3. Mjetet rrugore që lejohen si të veçanta.</p>	<p>1. The approval authority may waive certain requirements and allow for the placing on the market for :</p> <p>1.1. Road vehicles, their spare parts and independent technical units, which have been manufactured in smaller series pursuant to the provisions approved by this Law;</p> <p>1.2. Road vehicles from the end of the series;</p> <p>1.3. Road vehicles allowed as special vehicles.</p>	<p>1. Nadležni organ može odstupiti od određenih zahteva i dozvoljava stavljanja na tržište:</p> <p>1.1. Drumska vozila, rezervne delove i odvojene tehničke jedinice proizvedene u maloj seriji u skladu sa usvojenim odredbama ovoga zakona;</p> <p>1.2. Drumska vozila po zatvaranju serije;</p> <p>1.3. Drumska vozila koje su dozvoljavaju da budu kao posebna vozila.</p>

<p>2. Me rastin e devijimeve nga paragrafi 1. të këtij neni, autoriteti për miratim mund të zbatojë edhe kërkesa relevante alternative të rekomanduara nga komisioni i eksperteve.</p> <p>3. Kërkesa alternative të përmendura në paragrafin 2. të këtij neni janë dispozitat administrative dhe kërkesat teknike, të cilat kanë për qëllim të sigurojnë nivelin më të lartë të mundshëm të sigurisë në rrugë si dhe mbrojtjen e mjedisit.</p>	<p>2. In case of deviations from paragraph 1. of this Article, the approval authority can implement alternative relevant requirements recommended by the commission of the experts.</p> <p>3. The alternative requirements mentioned in paragraph 2. of this Article are the administrative provisions and technical which aim to ensure the highest level possible of the road safety as well as the environmental protection.</p>	<p>2. Pri odstupanju iz stava 1. ovoga člana, organ za odobrenje može primenjivati i relevantne alternativne zahteve preporučene od komisije stručnjaka.</p> <p>3. Alternativni zahtev iz stava 2. ovoga člana su administrativne odredbe i tehnički zahtevi čiji je cilj da se obezbedi najveći mogući nivo bezbednosti na putevima kao i zaštite životne sredine.</p>
<p><b>Neni 13</b> <b>Përcaktimi i kushteve për miratim</b></p>	<p><b>Article 13</b> <b>Determination of the conditions for approval</b></p>	<p><b>Član 13</b> <b>Određivanje uslova za odobrenje</b></p>
<p>1. Ministria përcakton:</p> <p>1.1. Kushtet teknike për kategori të caktuara të mjeteve rrugore, sistemet e tyre, pjesët përbërëse, njësitë e pavarura teknike dhe pajisjen, dimensionet, masën më të madhe të lejuar dhe ngarkesën boshtore, si dhe kërkesat teknike për mjetet rrugore në pajtim me nenin 8 të këtij ligji;</p> <p>1.2. Mënyrën dhe procedurën për dhënien e miratimit të tipit dhe të lejes së veçante për mjetet unike rrugore në pajtim me nenin 10 të këtij ligji;</p> <p>1.3. Formën dhe përmbajtjen e formularit për</p>	<p>1. Ministry determines:</p> <p>1.1. The technical requirements for certain categories of road vehicles, their systems, spare parts, independent technical units and equipment, dimensions, maximum allowed mass and axle load, as well as technical requirements for vehicles pursuant to Article 8 of this Law;</p> <p>1.2. The manner and procedure for granting the type approval and special unique permit for unique permit vehicle pursuant to Article 10 of this Law;</p> <p>1.3. The form and content of the template for</p>	<p>1. Ministarstvo određuje:</p> <p>1.1. Tehničke zahteve za određene kategorije drumskih vozila, njihovih sistema, sastavnih delova, odvojenih tehničkih jedinica i opreme, dimenzije, najveću dopuštenu masu i osovinsko opterećenje kao i tehničke zahteve za motorna vozila, u skladu sa članom 8 ovoga zakona;</p> <p>1.2. Način i postupak za izdavanje odobravanja tipa i posebne dozvole za jedinstvena drumska vozila u skladu sa članom 10 ovoga zakona;</p> <p>1.3. Oblik i sadržaj obrasca o odobrenju tipa,</p>

<p>miratimin e tipit, miratimin e veçantë certifikatën për përshtatje dhe të pëlqimit për regjistrim në pajtim me rregullat e këtij ligji;</p> <p>1.4. Formën dhe përmbajtjen e shenjave të përshtatjes, si dhe mënyrën e vendosjes së tyre në pajtim me nenin 10 të këtij ligji.</p>	<p>type approval, special type approval, the conformity certificate and the consent for registration pursuant to the rules of this Law;</p> <p>1.4. The form and content of the indications of adaptation, as well as the manner of their placement as per Article 10 of this Law.</p>	<p>posebnog odobrenja, potvrdu usklađenosti i saglasnosti za registraciju u skladu sa ovim zakonom;</p> <p>1.4. Oblik i sadržaj oznaka usklađenosti kao i način njihovog postavljanja u skladu sa članom 10 ovoga zakona.</p>
<p style="text-align: center;"><b>Neni 14</b> <b>Miratimi i tipit</b></p> <p>1. Miratimi i tipit është procedurë e homologimit përmes së cilës vërtetohet nëse tipi i mjetit rrugor, sistemi, njësia e pavarur teknike janë në pajtim me kërkesat teknike përkatëse, dispozitat e këtij ligji dhe me dispozitat e miratuara në bazë të këtij ligji.</p> <p>2. Nëse mjeti rrugor prodhohet në fazë, miratimi i tipit mund të jepet për çdo fazë, ndërsa të fazat e mëtejshme merren parasysh miratimet e mëparshme (miratimi shumë fazor) i mjeteve.</p>	<p style="text-align: center;"><b>Article 14</b> <b>Type approval</b></p> <p>1. The type approval is a homologation procedure whereby certifies if the type of vehicle, system, independent technical unit are in accordance with the technical requirements, provisions of this law and provisions approved based on this law.</p> <p>2. If the vehicle is manufactured in stages, the type approval shall be granted for each stage, whereas in further stages is taken into account the the previous type approval (mixed type approval)</p>	<p style="text-align: center;"><b>Član 14</b> <b>Odobrenje tipa</b></p> <p>1. Odobrenje tipa je postupak homologacije kojom se dokazuje ukoliko tip drumskog vozila, sistem, odvojena tehnička jedinica su u skladu sa dotičnim tehničkim zahtevima, odredbama ovoga zakona i drugim propisima donetih na osnovu ovog zakona.</p> <p>2. Ako se drumsko vozilo proizvodi u fazama, odobrenje tipa se može izdati za svaku fazu, dok kod daljih faza se uzimaju u obzir prethodna izdata odobrenja (višefazno odobravanje) vozila.</p>
<p style="text-align: center;"><b>Neni 15</b> <b>Procedura për miratimin e tipit</b></p> <p>1. Prodhuesi, përfaqësuesi i prodhuesit apo pronari i mjetit duhet të paraqesë kërkesë të veçantë (ndaras) pranë ndonjërit prej subjekteve të autorizuar për miratim, për çdo tip të mjetit,</p>	<p style="text-align: center;"><b>Article 15</b> <b>Type approval procedure</b></p> <p>1. The manufacturer, manufacturer's representative or owner of the vehicle shall submit a separate request at one of the authorized entities for approval for each type of</p>	<p style="text-align: center;"><b>Član 15</b> <b>Postupak za odobrenje tipa</b></p> <p>1. Proizvođač, zastupnik ili vlasnik vozila proizvođača treba da podnese poseban (odvojen) zahtev kod jednog od ovlašćenih lica za odobrenje za svaki tip vozila, sistema,</p>

<p>sistemit, pjesës përbërëse apo njësisë së pavarur teknike, të cilat i nënshtrohen procedurës për miratim.</p> <p>2. Procedura mbi fazat e tjera të miratimit të tipit, do të rregullohen me një akt nënligjor nga Ministria.</p> <p>3. Shpenzimet për procedurën e miratimit të tipit, i mbulon prodhuesi/parashtruesi i kërkesës.</p>	<p>vehicle, system, component or separate technical unit which are subject to approval procedure.</p> <p>2. The procedure on further stages of the type approval will be regulated through a sub-legal act issued by the Ministry.</p> <p>3. The expenses for the type approval procedure are covered by the manufacturer/submitter of the request.</p>	<p>sastavnog dela ili odvojene tehničke jedinice koji su predmet postupka za odobrenje.</p> <p>2. Postupak o daljim fazama odobrenja tipa će biti uređen podzakonskim aktom od Ministarstva.</p> <p>3. Troškovi postupka za odobrenje tipa se pokrivaju od strane proizvođača/ podnosioca zahteva.</p>
<p style="text-align: center;"><b>Neni 16</b> <b>Obligimet e subjekteve të autorizuarra për miratim</b></p>	<p style="text-align: center;"><b>Article 16</b> <b>Obligations of the authorized entities for approval</b></p>	<p style="text-align: center;"><b>Član 16</b> <b>Obaveze ovlašćenih lica za odobrenje</b></p>
<p>1. Subjektet e autorizuarra për miratim, duhet të sigurojnë që prodhuesit të cilët aplikojnë për miratim, ti përmbushin kërkesat teknike dhe procedurën e paraparë me dispozitat e këtij ligji.</p> <p>2. Subjektet nga paragrafi 1 i këtij neni duhet të miratojnë, të regjistrojnë, apo të lejojnë shfrytëzimin vetëm të atyre mjeteve, sistemeve, pjesëve përbërëse apo njësisive të pavarura teknike, të cilat përmbushin kushtet dhe zbatojnë procedure në bazë të këtij ligji.</p> <p>3. Me rastin e miratimit të tipit të mjetit, subjekti i autorizuar për miratim lëshon certifikatën e miratimit të tipit, përmes së cilës</p>	<p>1. The authorized entities for approval shall ensure that manufacturers applying for approval comply the technical conditions as well as the procedure as foreseen by the provisions of this law.</p> <p>2. Entities from paragraph 1 of this article shall approve, register or permit the sale or entry into service only of such vehicles, systems, components or separate technical units which satisfy the requirements and implement the procedure based on this law.</p> <p>3. In cases when type approval is granted, the approval authority issues the type approval certificate whereby certify that a type of</p>	<p>1. Ovlašćena lica za odobrenje, treba obezbediti da proizvođači koji apliciraju za odobrenje, ispune tehničke uslove i postupak predviđen odredbama ovog zakona.</p> <p>2. Lica iz stava 1. ovog člana treba da odobrava, registruje ili dozvoli upotrebu samo onih vozila, sistema, sastavnih delova ili odvojenih tehničkih jedinica koje ispunjavaju uslove i sprovedu postupke na osnovu ovog zakona.</p> <p>3. Prilikom odobrenja tipa vozila, lice za odobrenje izdaje uverenje o odobrenju tipa kojim se potvrđuje da vozilo, sistem, sastavni</p>

<p>vërtetohet se mjete, pjesa përbërëse apo njësia e pavarur teknike është miratuar.</p> <p>4. Detyrat e subjekteve të autorizuar për miratim i koordinon dhe mbikëqyrë Ministria.</p> <p style="text-align: center;"><b>Neni 17</b> <b>Vlefshmëria e certifikatës së miratimit të tipit</b></p> <p>1. Miratimi i tipit të mjetit mund të jepet vetëm në bazë të procedurës së zbatuar në pajtim me dispozitat e këtij ligji dhe me dispozitat e miratuara në bazë të këtij ligji dhe i cili i plotëson kërkesat e përcaktuara teknike.</p> <p>2. Certifikata e miratimit të tipit lëshohet për tipin e produktit i cili plotëson kushtet e përcaktuara me këtë ligj. Certifikatat e lëshuara janë valide dhe vendosja e produkteve në treg si dhe vënia e përdorimit të produkteve është e vlefshme deri në miratimin e kërkesave për ndryshime apo plotësime të reja. Në dispozitat me të cilat zbatohen kërkesa e reja, plotësuese, të miratuara në bazë të këtij ligji, përcaktohet afati i validitetit të miratimit të tipit e që nuk mund të jete më i shkurtër se gjashtë muaj nga fillimi i validitetit të këtyre dispozitave.</p> <p>3. Dënohet me gjobë nga tremijë e pesëqind (3.500) € deri pesëmijë (5000) € subjekti i</p>	<p>vehicle, system, component or separate technical unit is approved.</p> <p>4. Duties of the authorized entities for approval are coordinated and monitored by the Ministry.</p> <p style="text-align: center;"><b>Article 17</b> <b>The validity of the type-approval certificate</b></p> <p>1. The type approval of vehicle can be granted only on the basis of the procedure implemented pursuant to the provisions of this law and the provisions approved based on this law, and which meets the defined technical requirements.</p> <p>2. The type approval certificate is issued for type of product which fulfills the determined requirements pursuant to this Law. The issued certificates are valid and the product can be launched in the market, namely it can begin to be used until the implementation of new supplementary requirements, as amended. The provisions that implement the new supplementary requirements passed as per this Law determine the deadline for the validity of the type approval, which cannot be shorter than 6 months from the day these provisions became valid.</p> <p>3. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is</p>	<p>deo ili odvojena tehnička jedinica je odobrena.</p> <p>4. Dužnosti ovlašćenih lica za odobrenje se koordiniraju i nadziraju od strane Ministarstva.</p> <p style="text-align: center;"><b>Član 17</b> <b>Punovažnost uverenja o odobrenju tipa</b></p> <p>1. Odobrenje tipa vozila može se dati samo na osnovu postupka primenjenog u skladu sa odredbama ovoga zakona i odredbama usvojenim na osnovu ovog zakona i koji ispunjava predviđene tehničke zahteve.</p> <p>2. Uverenje o odobrenju tipa se izdaje za tip proizvoda koji ispunjava uslove utvrđene ovim zakonom. Izdavana uverenja su punovažeće i postavljanje proizvoda na tržištu kao upotreba proizvoda važe do usvajanja zahteva za nove izmene i dopune. Odredbama kojima se primene novi, dopunski odnosno izmenjeni zahtevi usvojeni na osnovu ovoga zakona, utvrđuje se rok važenja odobrenja tipa koji ne može biti kraći od šest meseci od dana početka punovažnosti ovih odredbi.</p> <p>3. Novčanom kaznom u iznosu od tri hiljada i petsto (3.500) € do pet hiljada (5.000) €</p>
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<p>autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>4. Dënohet me gjobë nga pesëqind (500) € deri një mijë (1.000) € personi përgjegjës i institucionit të autorizuar për nga paragrafi 3. i këtij neni.</p> <p style="text-align: center;"><b>Neni 18</b> <b>Refuzimi i lëshimit të certifikatës së miratimit për tipin e prodhimit</b></p> <p>1. Subjekti i autorizuar për miratim do ta refuzojë lëshimin e certifikatës së miratimit për tipin e prodhimit nëse vërteton se prodhimi, nuk i plotëson kushtet për shfrytëzim, për komunikacion rrugor, për ambientin jetësor ose për shëndetin e njerëzve, si dhe kushtet tjera teknike të cilat janë duke u zbatuar.</p> <p>2. Dënohet me gjobë nga tre mijë e pesëqind (3.500) € deri në pesëmijë (5.000) € subjekti i autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>3. Dënohet me gjobë nga pesëqind (500) € deri në një mijë (1.000) € personi përgjegjës pranë institucionit të autorizuar që vepron në kundërshtim me paragrafin 1 të këtij neni.</p>	<p>imposed on the authorized entity that acts in contrary to the provisions of this Article.</p> <p>4. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person in charge at the authorized institution from paragraph 3. of this Article.</p> <p style="text-align: center;"><b>Article 18</b> <b>Refusal to issue a certificate of approval for the type of production</b></p> <p>1. The authorized entity for approval shall refuse to issue the type approval certificate for the type of production if it establishes that the production does not fulfill the conditions for usage, for the traffic, for the living environment or public health, and other foreseen technical conditions that are being implemented.</p> <p>2. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity that acts in contrary to the provisions of this Article.</p> <p>3. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person responsible at the authorized institution that acts in contrary to the paragraph 1 of this article.</p>	<p>kažnjava se ovlašćeno lice koje postupa suprotno odredbi ovoga člana.</p> <p>4. Novčanom kaznom u iznosu od petsto (500) € do hiljadu (1.000) € kažnjava se osoba odgovorna u ovlašćenoj instituciji iz stava 3. ovoga člana.</p> <p style="text-align: center;"><b>Član 18</b> <b>Odbijanje izdavanja uverenja o odobrenju tipa proizvoda</b></p> <p>1. Ovlašćeno lice za odobrenje odbiće izdavanje uverenja o odobrenju tipa proizvoda ukoliko se utvrdi da proizvod, ne ispunjava uslove za upotrebu, drumski saobraćaj, zaštitu životne sredine ili zdravlja ljudi kao i druge tehničke uslove koji se primenjuju.</p> <p>2. Novčanom kaznom u iznosu od tri hiljade i petsto (3.500) € do pet hiljada (5.000) € kazniće se lice ovlašćeno za izdavanje dozvola suprotno odredbama ovoga člana.</p> <p>3. Novčanom kaznom u iznosu od petsto (500) € do hiljadu (1.000) € kazniće se osoba odgovorna ovlašćene institucije koji postupa u suprotnosti sa stavom 1. ovoga člana.</p>
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<p align="center"><b>Neni 19</b> <b>Obligimet e prodhuesit</b></p>	<p align="center"><b>Article 19</b> <b>Obligations of the manufacturer</b></p>	<p align="center"><b>Član 19</b> <b>Obaveze proizvođača</b></p>
<p>1. Prodhuessi është përgjegjës të sigurojë përputhshmërinë e prodhimit edhe kur nuk është i përfshirë direkt në të gjitha fazat e ndërtimit të mjetit, sistemit, pjesës përbërëse apo njësisë së pavarur teknike, edhe në rastet kur i modifikon, ndryshon pjesët përbërëse apo sistemet tashmë të miratuara në fazat e mëparshme, e që e dëshmon përmes certifikatës së përputhshmërisë.</p> <p>2. Kur prodhuessi të cilit i është dhënë miratimi i tipit për mjetin, sistemin, pjesën përbërëse, njësinë e pavarur teknike, në pajtim me dispozitat e këtij ligji obligohet për tërheqjen e serisë së prodhimeve të tipit tashme të miratuar, kur këto prodhime paraqesin rrezik për sigurinë në rrugë, shëndetin publik dhe mjedisin; obligohet menjëherë ta lajmërojë autoritetin për miratim (homologues) dhe të propozojë përshkrimin e masave për korrigjim.</p> <p>3. Nëse subjekti i autorizuar për miratim i cili ka dhënë miratimin e tipit është i pakënaqur me masat e ndërmarra nga prodhuessi nga paragrafi 2. i këtij neni, atëherë autoriteti për miratim do të ndërmarrë të gjitha masat mbrojtëse përfshirë edhe tërheqjen e miratimit të tipit të mjetit.</p>	<p>1. The manufacturer is responsible for ensuring conformity of products whether or not is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit; as well as in cases when he modifies or changes component parts or systems already approved in previous stages shall be proven by the conformity certificate.</p> <p>2. Where a manufacturer who has been granted with type approval for vehicle, system component or separate technical unit is obliged for the withdrawal of product series of the approved type, when these products presents a serious risk to road safety, public health or environmental protection, he shall immediately inform the approval authority (homogation) that granted the vehicle approval as well as to propose the correct measures to be taken.</p> <p>3. If the authorized entity for approval which granted the type approval is itself not satisfied with the measures of the manufacturer from paragraph 2 of this Article, then the approval authority shall take all protective measures required, including the withdrawal of the vehicle's type approval</p>	<p>1. Proizvođač je odgovoran da obezbeduje usklađenost proizvoda iako nije direktno uključen na svim fazama izgradnje vozila, sistema, sastavnog dela ili odvojene tehničke jedinice i u slučaju kada ih modifikuje, promeni sastavne delove ili sisteme koje su već odobrene u ranijim fazama, što se dokazuje preko potvrde o usklađenosti.</p> <p>2. Kada proizvođač koji je dobio odobrenje tipa za vozila, sistem, sastani deo, odvojenu tehničku jedinicu, u skladu sa odredbama ovog zakona dužan je da povlači seriju proizvoda već odobrenog tipa, kada ovi proizvodi predstavljaju ozbiljan rizik za bezbednost na putevima, javno zdravlje ili životnu sredinu, dužan je da odmah obavesti organ za odobrenje (za homologaciju) i da da predloži opisivanje mera za ispravku.</p> <p>3. Ukoliko ovlašćeno lice za odobrenje koji je dao odobrenje tipa je zadovoljno merama preuzetih od strane proizvođača iz stava 2. ovog člana, onda organ za odobrenje će preduzeti sve potrebne zaštitne mere, uključujući i povlačenje odobrenja tipa vozila</p>



<p>4. Dënohet me gjobë nga një mijë e pesëqind (1.500) € deri në dy mijë (2.000) € prodhuesi – personi juridik që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>5. Dënohet me gjobë nga një mijë (1.000) € deri në dy mijë (2.000) € edhe personi përgjegjës pranë prodhuesit që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>6. Dënohet me gjobë nga tremijë e pesëqind (3.500) € deri në pesëmijë (5.000) € subjekti i autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>7. Dënohet me gjobë nga pesëqind (500) deri në një mijë (1.000) € personi përgjegjës pranë institucionit të autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p>	<p>4. A fine of one thousand and five hundred (1.500) € up to two thousand (2.000) € is imposed on the manufacturer – legal person who acts contrary to the provisions of this Article.</p> <p>5. A fine of five hundred (1.000) € one thousand up to two thousand (2.000) € is imposed on the person responsible next to the manufacturer who acts contrary to the provisions of this Article.</p> <p>6. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity that acts contrary to the provisions of this Article.</p> <p>7. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person in charge at the authorized institution who acts in contrary to the provisions of this article.</p>	<p>4. Novačanom kaznom u iznosu od hiljadu i petsto (1.500) do dve hiljade (2000) € kazni će se za prekršaj proizvođač- pravna osoba koji postupi suprotno odredbama ovga člana.</p> <p>5. Novčanom kaznom u iznosu od hiljadu (1.000) do dve hiljade (2.000) € kazni će se odgovorna osoba proizvođača koja postupa suprotno odredbama ovga člana.</p> <p>6. Novčanom kaznom u iznosu od tri hiljade i petsto (3.500) do pet hiljada (5.000) € kazni će se ustanova ovlašćena za izdavanje dozvola suprotno odredbama ovoga člana.</p> <p>7. Novčanom kaznom u iznosu od petsto (500) do hiljadu (1.000) € kazni će se osoba odgovorna u ovlašćenoj instituciji za prekršaj odredaba ovoga člana.</p>
<p style="text-align: center;"><b>Neni 20</b></p> <p style="text-align: center;"><b>Kërkesat plotësuese të subjektit të autorizuar për miratim</b></p> <p>1. Subjekti i autorizuar për miratim kërkon nga prodhuesi ndërmarrjen e veprimeve plotësuese, për mënjanimin e mangësive të identifikuar. Nëse prodhuesi dështon në kryerjen e veprimeve të kërkuara brenda afatit kohor të caktuar, në këtë rast njoftohet autoriteti për</p>	<p style="text-align: center;"><b>Article 20</b></p> <p style="text-align: center;"><b>Additional requirements of the authorized institution for approval</b></p> <p>1. The authorized entity for approval shall ask the manufacturer to take correctional action in order to avoid deficiencies identified. If the manufacturer fails to perform the required actions within the period of time given, the latter shall revoke the issued approval- type</p>	<p style="text-align: center;"><b>Član 20</b></p> <p style="text-align: center;"><b>Dodatni zahtevi ovlašćenog lica za odobrenje</b></p> <p>1. Ovlašćeno lice za odobrenje zahteva od proizvođača da preduzme dopunske mere za otklanjanje utvrđenih nedostataka. Ako proizvođač ne preduzme mere u propisanom roku, obavesti će se organ za odobrenje.</p>

<p>miratim.</p> <p>2. Autoriteti për miratim me rastin e njoftimit nga paragrafi 1. këtij neni duhet të ndërmarë të gjitha masat mbrojtëse përfshirë edhe tërheqjen e miratimit të tipit të mjetit.</p> <p>3. Dënohet me gjobë nga një mijë e pesëqind (1.500) deri në dy mijë (2.000) € prodhuesi – personi juridik që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>4. Dënohet me gjobë nga pesëqind (500) deri në dy mijë (2.000) € personi përgjegjës pranë prodhuesit i cili vepron në kundërshtim me dispozitat e këtij neni.</p> <p>5. Dënohet me gjobë nga tremijë e pesëqind (3.500) deri në pesë mijë (5.000) € subjekti i autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p> <p>6. Dënohet me gjobë nga pesëqind (500) deri në një mijë (1.000) € personi përgjegjës pranë subjektit të autorizuar që vepron në kundërshtim me dispozitat e këtij neni.</p>	<p>approval certificate.</p> <p>2. Approval authority in case of notification from paragraph 1 of this Article shall take all protective measures required, including the withdrawal of the vehicle's type approval.</p> <p>3. A fine of one thousand and five hundred (1.500) up to two thousand (2.000) € is imposed on a manufacturer-legal person who acts contrary to the provisions of this Article.</p> <p>4. A fine of five hundred (500) € up to two thousand (2.000) € is imposed on the person responsible before the manufacturer who acts contrary to the provisions of this Article.</p> <p>5. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity who acts in contrary to the provisions of this Article.</p> <p>6. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person responsible by the authorized entity who acts in contrary to the provisions of this article.</p>	<p>2. Organ za odobrenje u slučaju obaveštenja iz stava 1. ovog člana treba da preduzme sve zaštitne mere potrebne, uključujući i povlačenje odobrenja tipa vozila.</p> <p>3. Novačanom kaznom u iznosu od hiljadu i petsto (1.500) do dve hiljade (2.000) € kazni će se proizvođač- pravno lice koje postupa suprotno od odredbi ovog člana.</p> <p>4. Novčanom kaznom u iznosu od petsto (500) do dve hiljade (2.000) € kazni će se odgovorna osoba proizvođača koja postupi suprotno od odredbi ovog člana.</p> <p>5. Novčanom kaznom u iznosu od tri hiljade i petsto (3.500) do pet hiljada (5.000) € kazni će se ovlašćeno lice koje postupa suprotno od odredbi ovog člana.</p> <p>6. Novčanom kaznom u iznosu od petsto (500) do hiljadu (1.000) € kazni će se osoba odgovorna ovlašćenog lice koje postupa suprotno od odredbi iz ovog člana.</p>
<p style="text-align: center;"><b>Neni 21</b> <b>BE miratimi e tipit</b></p>	<p style="text-align: center;"><b>Article 21</b> <b>EU Type Approval</b></p>	<p style="text-align: center;"><b>Član 21</b> <b>EU odobrenje tipa</b></p>
<p>Prodhuesi i cili ka BE miratimin e tipit te produktit është përgjegjës që të sigurojë se</p>	<p>The manufacturer that has an EU type approval for the product is responsible to ensure that</p>	<p>Proizvođač koji rasplaže EU odobrenje tipa odgovoran je da obezbedi da svaki proizvod je u</p>

<p>secili produkt është në përputhje me tipin për të cilin është dhënë miratimi, është i detyruar të organizojë procedurën e prodhimit dhe sistemin për kontrollin e produkteve me qëllim të ruajtjes së cilësisë.</p>	<p>every product is compatible with the approved type of the product, namely they are obligated to organize manufacturing procedures and a system to control the products that ensures it.</p>	<p>skladu sa tipom koji je odobren, dužan je organizovati postupak proizvodnje i sistem za kontrolu proizvoda sa ciljem sačuvanja kvaliteta.</p>
<p style="text-align: center;"><b>Neni 22</b> <b>Përputhshmëria e produkteve</b></p>	<p style="text-align: center;"><b>Article 22</b> <b>Conformity of products</b></p>	<p style="text-align: center;"><b>Član 22</b> <b>Usklađivanje proizvoda</b></p>
<p>1. Prodhuesi i cili ka miratimin e BE për tipin e mjetit është i detyruar që për secilin mjet të prodhuar të jete në përputhje me tipin e miratuar të mjetit që të lëshojë certifikatën e përputhshmërisë.</p>	<p>1. The manufacturer that has a EU type approval for the vehicle is obligated to allow compatibility for every vehicle manufactured in compliance with the approved type and to issue the conformity certificate.</p>	<p>1. Proizvođač koji raspolaže EU odobrenje tipa dužan je da za svaki proizvod proizveden koji je u skladu tipom vozila koji je odobren izdaje potvrdu usklađenosti.</p>
<p>2. Nëse gjatë prodhimit paraqiten devijime të caktuara, prodhuesi është i detyruar që të ndërmerret të gjitha hapat e duhur për krijimin e serishme të përputhshmërisë së produkteve adekuate me tipin e miratuar të produktit.</p>	<p>2. If certain deviations appear during manufacturing, the manufacturer is obligated to take the necessary steps to create a series of compatible products adequate for the approved type of product.</p>	<p>2. Ako tokom proizvodnje pojave određena odstupanja, proizvođač je dužan preduzeti potrebne mere ponovno usklađivanje proizvoda sa odobrenim tipom proizvoda.</p>
<p>3. Në rast të prodhimeve të cilat nuk janë në përputhshmëri, autoriteti për miratim tërheqë miratimin e tipit për produktin ose cakton afatin kohor për mënjanimin e gabimeve të konstatuara. Nëse prodhuesi nuk i bënë veprimet e kërkuara në afatin e caktuar, atëherë autoriteti për miratim tërheqë miratimin e dhënë.</p>	<p>3. In case of incompatible products, the approval authority shall withdraw the type approval for the product or set a deadline for the correction of errors identified. If the manufacturer fails to take appropriate action within the deadline given by the approval authority, the latter shall withdraw the issued approval.</p>	<p>3. U slučaju da proizvodi nisu usklađeni, organ za odobrenje oduzima odobrenje tipa ili određuje rok za uklanjanje utvrđenih grešaka. Ukoliko proizvođač ne vrši zahtevane postupke na određenom roku, onda organ za odobrenje oduzme dato odobrenje.</p>
<p>4. Dënohet me gjobë nga tremijë e pesëqind (3.500) deri në katërmijë e pesëqind (4.500) €</p>	<p>4. A fine of three thousand and five hundred (3.500) € up to four thousand and five hundred</p>	<p>4. Novčanom kaznom u iznosu od tri hiljada i petsto (3.500) do četiri hiljada i petsto (4.500) €</p>

<p>prodhuesi/subjekti juridik qe vepron ne kundërshtim me dispozitat e këtij neni.</p> <p>5. Dënohet me gjobë nga pesëqind (500) deri ne njëmijë (1.000) € prodhuesi/personi fizik qe vepron ne kundërshtim me dispozitat e këtij neni.</p> <p style="text-align: center;"><b>Neni 23</b> <b>Përshtatja e prodhimit</b></p> <p>1. Autoritetit miratues ka të drejtë të kërkojë nga subjekti i autorizuar për lëshimin e BE miratimit të tipit, qe te të ofrojë dëshmi se ekzistojnë mekanizma dhe procedura të duhura me te cilin sigurohet qe produkti i ofruar është në përputhshmëri me tipin e miratuar.</p> <p>2. Për zbatimin e obligimeve nga paragrafi 1. i këtij neni, subjekti i autorizuar sipas nevojës bashkëpunon me subjektin e autorizuar për miratim nga shteti tjetër.</p> <p>3. Konstatimin e përputhshmërisë se produktit nga paragrafi 1. i këtij neni e benë autoriteti për kategoritë C dhe D ne pajtim me nenin 88 të këtij ligji.</p>	<p>(4.500) € is imposed on a manufacturer, legal person, who acts contrary to the provisions of this Article.</p> <p>5. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the manufacturer, natural person, who acts contrary to the provisions of this Article.</p> <p style="text-align: center;"><b>Article 23</b> <b>Compatibility of manufacturing</b></p> <p>1. Approval authority has the right to ask the authorized entity that issued the EU type-approval, to provide proof of the existence of tools and procedures for efficient control, which ensures that the product is in conformity with the type approval.</p> <p>2. For implementing the obligation from paragraph 1. of this Article, the authorized entity, as needed, cooperates with the entity authorized for approval from the other state.</p> <p>3. The assertion of compatibility of product from paragraph 1. of this Article is performed by the authority for categories C and D pursuant to Article 88 of this Law.</p>	<p>kazni će se pravna osoba koja postupa suprotno od odredbi ovog člana.</p> <p>5. Novčanom kaznom u iznosu od petsto (500) do hiljada (1.000) € kazni će se proizvođač/ fizičko lice koja postupa suprotno od odredbi ovog člana.</p> <p style="text-align: center;"><b>Član 23</b> <b>Usklađivanje proizvodnje</b></p> <p>1. Organ za odobrenje ima pravo da zatraži od ovlašćenog lica za izdavanje EU odobrenje tipa, da pruža dokaze da postoje odgovarajući mehanizmi i postupci kojima se obezbeđuje da proizvod je u usklađenosti da odobrenim tipom.</p> <p>2. Za primenu obaveze iz stava 1. ovoga člana, ovlašćeno lice po potrebi, saraduje sa ovlašćenim licem za odobrenje iz druge države.</p> <p>3. Utvrđivanje usklađenosti proizvodnje iz stava 1. ovoga člana se vrši od organa za C i D kategorije, u skladu sa članom 88 ovog zakona.</p>
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<p align="center"><b>Neni 24</b> <b>Ndryshimi i të dhënave dhe miratimi</b></p>	<p align="center"><b>Article 24</b> <b>The amendments of the data and approval</b></p>	<p align="center"><b>Član 24</b> <b>Promene podataka i odobrenje</b></p>
<p>1. Prodhuesi i cili ka marrë miratimin për tipin në pajtim me dispozitat e këtij ligji është i detyruar që ta informojë autoritetin për miratim në lidhje me të gjitha ndryshimet e të dhënave të përfshira në pakon e informacionit për tipin e miratuar të produktit.</p> <p>2. Autoriteti për miratim mund të merr vendim vetëm në lidhje me ato kërkesa ose plotësime të lejimit të tipit të produktit që janë të lidhura me vendimin e tij gjatë miratimit të parë.</p> <p>3. Secili prodhues, poseduesi miratimit të tipit është i detyruar që ta informojë autoritetin për miratim në lidhje me mbarimin e prodhimit, respektivisht në lidhje me çdo ndryshim në paketën e informacionit.</p> <p>4. Dënohet me gjobë nga dymijë e pesëqind (2.500) deri në katërmijë (4.000) € subjekti juridik që vepron në kundërshtim me dispozitat nga paragrafi 1. dhe 3. i këtij neni.</p> <p>5. Dënohet me gjobë nga pesëqind (500) deri në një mijë (1.000) € prodhuesi-personi fizik që vepron në kundërshtim me dispozitat e këtij neni.</p>	<p>1. The manufacturer who has obtained the type approval pursuant to the provisions of this law is obligated to inform the approval authority on all the changes of data, including the information package on the allowed type of product.</p> <p>2. The approval authority can make a decision only in regards to those requests or supplements of the type of product related to its decision during the first approval.</p> <p>3. Each manufacturer or owner of type approval is obliged to inform the approval authority on the termination of the product, respectively related with each change on the information package.</p> <p>4. A fine of two thousand and five hundred (2.500) € up to four thousand (4.000) € is imposed on the- legal entity who acts contrary to the provisions of paragraph 1. and 3. of this Article.</p> <p>5. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on a manufacturer, as a natural person, who acts contrary to the provisions of this Article.</p>	<p>1. Proizvođač koji je dobio odobrenje tipa u skladu sa odredbama ovog zakona, dužan je informisati organ za odobrenje o svima nastalim promenama podataka obuhvaćene u paket informacija za odobreni tip proizvoda.</p> <p>2. Organ za odobrenje može doneti odluku samo vezano za one zahteve ili dopune tipnog odobrenja tipa proizvoda koje se odnose na odluku donetu pri prvom odobrenju tipa.</p> <p>3. Svaki proizvođač, imaoc odobrenje tipa dužan je informisati organ za odobrenje o okončanju proizvodnje, odnosno o svakoj promeni u paketu informacija.</p> <p>4. Novčanom kaznom u iznosu od dve hiljade i petsto (2.500) do četiri hiljade (4.000) € kazni će se pravno lice koje postupi suprotno od odredbi iz stava 1. i 3. ovoga člana.</p> <p>5. Novčanom kaznom u iznosu od petsto (500) do hiljadu (1.000) € kazni će se proizvođač-fizičko lice koje postupi suprotno od odredbi ovog člana.</p>

<b>KAPITULLI V</b> <b>MIRATIMI INDIVIDUAL I MJETEVE</b>	<b>CHAPTER V</b> <b>INDIVIDUAL TYPE APPROVAL</b>	<b>POGLAVLJE V</b> <b>POJEDINAČNO ODOBRENJE VOZILA</b>
<p style="text-align: center;"><b>Neni 25</b> <b>Procedurat</b></p> <p>1. Miratimi individual i mjeteve është procedure në të cilën subjekti i autorizuar për miratim në bazë të udhëzimeve të autoritetit për miratim vërteton se mjeti i veçantë i kontrolluar, unikat ose jo, i plotëson kërkesat e caktuara dhe në pajtim me atë i lëshohet miratimi për mjet të veçantë.</p> <p>2. Certifikata e miratimit nga paragrafi 1. i këtij neni e përmban numrin identifikues të mjetit, prodhuesi, përfaqësuesi i prodhuesit (numrin e shasisë) së cilës i takon.</p> <p>3. Për dhënien e miratimit individual të mjetit, prodhuesi, përfaqësuesi i prodhuesit, ose pronari është i detyruar që të paraqesë kërkesë në njërin prej subjekteve të autorizuar për miratim.</p> <p>4. Subjekti i autorizuar për miratim e lëshon certifikatën për përputhshmërisë e mjetit të veçantë të lejuar në bazë të lejes nga paragrafi 1. i këtij neni.</p>	<p style="text-align: center;"><b>Article 25</b> <b>Procedures</b></p> <p>1. Individual approval of vehicles is a procedure in which the authorized entity for approval, based on the instructions of the authorized homologation institution, establishes that the vehicle examine, whether or not it is unique, fulfills the set requirements and a special permit is issued accordingly.</p> <p>2. The approval certificate from paragraph 1. of this Article contains the vehicle identification number, the manufacturer, the representative of the manufacturer (the chassis number) it belongs to.</p> <p>3. To obtain an individual approval of vehicle, the manufacturer, the representative or the owner is obligated to submit a request at one of the authorized entities for approval.</p> <p>4. The authorized entity for approval issues a conformity certificate on the compatibility of a particular vehicle pursuant to the permit from paragraph 1. of this article.</p>	<p style="text-align: center;"><b>Član 25</b> <b>Postupci</b></p> <p>1. Pojedinačno odobrenje vozila je postupak koji ovlašćeno lice za odobrenje potvrđuje da posebno pregledano vozilo, jedinstven ili ne, ispunjava određene uslove i u skladu sa tim izdaje se odobrenje za posebno vozilo.</p> <p>2. Uverenje o odobrenju iz stava 1. ovoga člana sadrži identifikacioni broj vozila, proizvođača, zastupnika proizvođača (broj šasije) kojem pripada.</p> <p>3. Za davanje pojedinačnog odobrenja vozila, proizvođač, zastupnik proizvođača ili vlasnik dužan je da podnese zahtev nekoj od ovlašćenih lica.</p> <p>4. Ovlašćeno lice izdaje potvrdu o usklađenosti posebnog vozila odobrenog na osnovu dozvole iz stava 1. ovoga člana.</p>

<p>5. Shpenzimet në procedure për lëshimit të certifikatës për miratim individual të mjetit i mbulon prodhuesi/parashtruesi i kërkesës nga paragrafi 3. i këtij neni.</p> <p style="text-align: center;"><b>Neni 26</b> <b>Zbatimi i procedurës</b></p> <p>1. Miratimi individual i mjetit realizohet:</p> <p>1.1. Për mjetin tek i cili tipi nuk ka qenë i miratuar sipas dispozitave të këtij ligji.</p> <p>1.2. Për mjetin i cili është miratuar individualisht, mirëpo ky miratim është i kufizuar në shtetin i cili e ka realizuar miratimin.</p> <p>1.3. Mjetet e prodhuara në shumë faza.</p>	<p>5. The expenses for the certificate issuance procedure for individual approval of vehicle are covered by the manufacturer/submitter of the request from paragraph 3. of this Article.</p> <p style="text-align: center;"><b>Article 26</b> <b>The implementation of procedure</b></p> <p>1. Individual vehicle approval is realized :</p> <p>1.1. For the vehicle whose type was not approved pursuant to the provisions of this law;</p> <p>1.2. For the vehicle which has been approved individually, but this approval is limited in a country that has realized the approval.</p> <p>1.3. Vehicles produced in many stages.</p>	<p>5. Troškovi postupka za izdavanje uverenja o pojedinačnom odobrenja vozila snosi podnosioc zahteva iz stava 3. ovoga člana.</p> <p style="text-align: center;"><b>Član 26</b> <b>Sprovođenje postupka</b></p> <p>1. Pojedinačno odobrenje vozila se sprovodi:</p> <p>1.1. Za vozilo čiji tip nije odobren shodno propisima ovoga zakona;</p> <p>1.2. Za vozilo koje je pojedinačno odobreno, ali ovo odobrenje je ograničeno za državu gde je realizovalo odobrenje.</p> <p>1.3. Vozila koja su proizvedena u više faza.</p>
<p style="text-align: center;"><b>Neni 27</b> <b>Mjetet e përmirësuara dhe të riparuar</b></p> <p>1. Procedura e miratimit individual të mjetit të përpunuar realizohet edhe për mjetin tek i cili përpunueshmëria me rregulla ka qenë më parë e konstatuar, nëse përpunimet e mëvonshme janë relevante të paktën në një nga kushtet e mëposhtme:</p> <p>1.1. Kanë të bëjnë me të dhënat e evidentuara</p>	<p style="text-align: center;"><b>Article 27</b> <b>Corrected and repaired vehicles</b></p> <p>1. Individual approval procedure of the processed vehicle is carried out as well as for the vehicle in which the compliance with rules have been previously ascertained, if the later processed are relevant in at least one of the following conditions:</p> <p>1.1. Relating with data recorded in the</p>	<p style="text-align: center;"><b>Član 27</b> <b>Ispravljena i popravljena vozila</b></p> <p>1. Postupak pojedinačnog odobrenja obradenog vozila vrši se i za vozilo u kojem usklađenost je sa pravilima je i ranije utvrđena, ukoliko kasnije obrade su relevantne najmanje sa ovim uslovima:</p> <p>1.1. Odnose se sa evidentiranim podacima</p>

<p>në procedurën e regjistrimit të mjeteve;</p> <p>1.2. Ndikojnë në sistemet e miratuara, pjesët përbërëse, njësitë e veçanta teknike dhe pajisjet e mjeteve;</p> <p>1.3. Ndikojnë në sigurinë e mjetit, ruajtjen e ambientit nga ndotja.</p> <p>2. Përmirësimet, respektivisht riparimet nga paragrafi 1 i këtij neni janë punë të cilat kanë të bëjnë me ndryshimet e masës dhe parametrat geometrike të mjetit; ndryshimin e tipit, variantin dhe punimin e automjetit; përmirësimin ose ndryshimin e sistemeve të veçanta bazë, respektivisht sistemeve të instaluarat paraprakisht, pjesët përbërëse, njësitë teknike të pavarura dhe pajisjet në automjet me karakteristika të ndryshuara; riparimet të rëndësishme ose përmirësime (ndërrimi i shasisë etj.); instalimi i sistemeve jo origjinale dhe të palejuara, pjesët përbërëse, njësitë dhe pajisjet teknike të veçanta; instalimet në punë me gaz të lëngtë naftë, respektivisht me gaz tokësor të komplikuar në mjet.</p> <p>3. Ndërrimi i cilitdo sistemi, pjese përbërëse, njësie të veçantë teknike dhe pajisje të mjeti, me atë origjinal, nuk konsiderohet për ndërrime në mjet.</p>	<p>vehicle registration procedure;</p> <p>1.2. Affect the approved systems, components, separate technical units and equipment of vehicles;</p> <p>1.3. Affect the safety of the vehicle and the protection environment from pollution,</p> <p>2. The improvements respectively repairs from paragraph 1 of this Article are work that concern changes in the mass and geometrical parameters of the vehicle; changes of the type, version and processes in the vehicle; the improvement or repair of special basic systems, namely the systems installed beforehand, the component parts, the independent technical units and equipment of the vehicle with other elements that feature different characteristics; important repairs or improvements (changing the chassis etc.); the installation of non original and not allowed systems, component parts and special technical units; installations of gas and oil functions and the like.</p> <p>3. The changing of any system, component part or special technical unit and equipment on the vehicle with an original one is not considered a change to the vehicle.</p>	<p>tokom postupka registracije vozila;</p> <p>1.2. Utiču na odobrena vozila, sastavne delove, odvojene tehničke jedinice i opremu vozila;</p> <p>1.3. Utiču na bezbednost vozila i zaštitu životne sredine od zagađenja.</p> <p>2. Ispravljanja, odnosno popravljanja iz stava 1 ovoga člana su radovi koji se odnose na promenu ukupne mase i geometrijske parametra vozila, promenu tipa, varijante i izrade vozila; ispravljanje ili promena posebnih osnovnih sistema, odnosno sistema prethodno ugrađenih, sastavne delove, odvojenih tehničkih jedinica i opreme vozila sa promenjenim svojstvima, važna popravljanja ili poboljšanja sistema (promena šasije itd.), ugrađivanje ne originalnih i nedozvoljenih sistema, sastavnih delova, odvojene tehničke jedinice i oprema; ugrađivanje pogona sa tekućim naftnim plinom, odnosno komprimovanim zemljanim gasom.</p> <p>3. Zamena bilo kojeg sistema, sastavnog dela, odvojene tehničke jedinice i opreme vozila sa onim originalnim, ne smatraju se zamene u vozilo.</p>
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<p>4. Dënohet me gjobë nga katërmijë (4.000) € subjekti juridik, punëdhënësi i pavarur individual ose individ i cili punon në mënyrë të pavarur e i cili vepron në kundërshtim dispozitat e këtij neni, ndërsa personi përgjegjës dënohet në vlerë prej katërqind (400) €, po ashtu dënohet me gjobë prej katërqind (400) € individ i cili vepron në kundërshtim me paragrafin 2. të këtij neni.</p> <p style="text-align: center;"><b>Neni 28</b> <b>Kushtet për miratim të individual të mjetit</b></p> <p>1. Miratimi individual i mjeteve duhet të bëhet në pajtim me dispozitat e këtij ligji dhe dispozitat e sjella në bazë të këtij ligji.</p> <p>2. Dënohet me gjobë nga dymijë (2.000) deri në tremijë (3.000) € subjekti i autorizuar për miratim qe jep leje ne kundërshtim me dispozitat e ketij neni.</p> <p><b>KAPITULLI VI</b> <b>IDENTIFIKIMI, IDENTIFIKIMI DHE</b> <b>VLERËSIMI I GJENDJES TEKNIKE TE</b> <b>AUTOMJETIT</b></p>	<p>4. A fine of four thousand (4.000) € is imposed on the legal entity, individual independent employer or individual who works independently and acting contrary to the provisions of this Article, whereas the responsible person will be fined in amount of four hundred (400) €, as well as the individual who acts in contrary to the provisions of paragraph 2 of this article, will be fined by four hundred (400) €</p> <p style="text-align: center;"><b>Article 28</b> <b>Conditions for individual approval of the vehicle</b></p> <p>1. The individual approval of vehicles must be done in compliance with the provisions of this law and the provisions passed pursuant to this law.</p> <p>2. A fine of two thousand (2.000) € up to three thousand (3.000) € is imposed on the authorized institution who grants the approval in contrary to the provisions of paragraphs of this Article.</p> <p><b>CHAPTER VI</b> <b>THE IDENTIFICATION, THE</b> <b>IDENTIFICATION AND EVALUATION</b> <b>OF THE TECHNICAL CONDITION OF</b> <b>THE VEHICLE</b></p>	<p>4. Novčanom kaznom od četiri hiljade (4.000) € se kažnjava pravno lice, individualni nezavisni poslodavac ili pojedinac koji radi nezavisno i postupa suprotno sa odredbama ovog člana, dok odgovorno lice će se kažnjavati novčanom kaznom od četiri sto (400) €, a takode se kažnjava novčanom kaznom od četiri sto (400) € i pojedinac koji postupa u suprotnosti sa odredbama stava 2. ovog člana.</p> <p style="text-align: center;"><b>Član 28</b> <b>Uslovi za pojedinačno odobravanje vozila</b></p> <p>1. Pojedinačno odobravanje vozila mora se sprovesti u skladu sa odredbama ovoga zakona i sa drugim normativnim aktima donetih na osnovu ovog zakona.</p> <p>2. Novčanom kaznom u iznosu od dve hiljade (2.000) do tri hiljade (3.000) € kazni će se ovlašćeno lice za odobrenje koje izdaje dozvole suprotno od odredba ovoga člana.</p> <p><b>POGLAVLJE VI</b> <b>IDENTIFIKACIJA, IDENTIFIKACIJA I</b> <b>PROCENA TEHNIČKOG STANJA</b> <b>VOZILA</b></p>
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<p style="text-align: center;"><b>Neni 29</b> <b>Procedura</b></p> <p>Identifikimi është procedure ne te cilën konstatohet përputhshmëria e mjetit dhe te dhënat e tija teknike themelore nga dokumentet e ofruara dhe/ose me kontrollin e te dhënave ne regjistrin e te dhënave te mjetit.</p>	<p style="text-align: center;"><b>Article 29</b> <b>The procedure</b></p> <p>Identification is a procedure that determines the conformity of the vehicle and its basic technical data through the document submitted and/or by the examination of the data on the vehicle information register.</p>	<p style="text-align: center;"><b>Član 29</b> <b>Postupak</b></p> <p>Identifikacija je postupak kojim se utvrđuje usklađenost vozila i njenih osnovnih tehničkih podataka iz pružane dokumentacije i/ili kontrolom podataka u registar o podacima vozila.</p>
<p style="text-align: center;"><b>Neni 30</b> <b>Vlerësimi i gjendjes teknike te automjetit</b></p> <p>1. Vlerësimi i gjendjes teknike te mjetit është procedure gjate te cilës mjeti sipas procedurave të parapara kontrollohet tërësia e mjetit, si dhe përmbushja e kriterëve të sigurisë për pjesëmarrje në komunikacion.</p> <p>2. Procedura nga paragrafi 1 i këtij neni, siguron se automjeti është përmirësuar apo riparuar në pajtim me nenin 27 të këtij ligji.</p>	<p style="text-align: center;"><b>Article 30</b> <b>Evaluation of the vehicle technical condition</b></p> <p>1. The evaluation of the vehicle's technical condition is the procedure during which the vehicle, according to the established procedure, is checked as a whole, as well as the fulfillment of the safety criteria for participation in traffic.</p> <p>2. The procedure in paragraph 1 of this Article ensures that the vehicle is improved or repaired pursuant to Article 27 of this law.</p>	<p style="text-align: center;"><b>Član 30</b> <b>Procena tehničkog stanja vozila</b></p> <p>1. Procena tehničkog stanja vozila je postupak tokom kojeg vozilo shodno propisanom postupku kontroliše se kao celina vozila, kao i ispunjavajne kriterijuma za učešće saobraćaju.</p> <p>2. Postupak iz stava 1 ovaoga člana, obezbeđuje da vozilo je ispravljeno, odnosno popravljeno u skladu sa članom 27 ovog zakona.</p>
<p style="text-align: center;"><b>Neni 31</b> <b>Mjeti me vlerë muzeore</b></p> <p>Statusi i mjetit me vlerë muzeore i jepet mjetit i cili është më i vjetër se 35 vjet, i cili është i ruajtur dhe teknikisht i mirëmbajtur si dhe i përshtatur me strukturën dhe formën konstruktive origjinale, ndërsa për shkak të rëndësisë së vet historike dhe teknike, nuk përdoret për transportin e përditshëm.</p>	<p style="text-align: center;"><b>Article 31</b> <b>Old timer' vehicle</b></p> <p>The status of 'old timer' is awarded to the vehicle which is older than 35 years, which is well kept and technically maintained, and it is well adapted with the original construction structure and form, but, due to its historic and technical significance, cannot be used for daily transport.</p>	<p style="text-align: center;"><b>Član 31</b> <b>Staro vozilo (oldtajmer)</b></p> <p>Status starog vozila se daje vozilu koja je staro više od 35 godina, koje je sačuvano i uredno tehnički održavan kao i ono prerađeno u originalnom konstruktivnom obliku, dok zbog svog istorijskog i tehničkog značaja ne koristi se za svakodnevni prevoz.</p>

<p style="text-align: center;"><b>Neni 32</b> <b>Autoriteti për miratim (homologues)</b></p> <p>Ministria e ngarkuar për transport është autoriteti homologues dhe është përgjegjës për përcjelljen dhe mbikëqyrjen administrative për të gjitha aspektet e homologimit të mjetit, sistemit të tij, pjesëve përbërëse, njësive të tij të veçanta, miratimin e pjesëve, pajisjeve të mjetit si dhe miratimet e veçanta të automjeteve.</p>	<p style="text-align: center;"><b>Article 32</b> <b>Approval Authority (homologation)</b></p> <p>The Ministry in charge of Transport is the homologation authority and is responsible for monitoring and administrative supervision for all aspects of the vehicle homologation system, its components, its individual units, adoption of parts, vehicle equipment and vehicle specific approvals.</p>	<p style="text-align: center;"><b>Član 32</b> <b>Organ za odobrenje (homologaciju)</b></p> <p>Ministarstvo nadležno za prevoz je organ za homologaciju i odgovorno je za praćenje i administrativni nadzor svih aspekata homologacije vozila, njenog sistema, njenih sastavnih delova, njenih posebnih jedinica, za odobravanje delova, opreme vozila kao i posebna odobrenja vozila.</p>
<p style="text-align: center;"><b>Neni 33</b> <b>Funksionet e subjekteve për miratim</b></p> <p>1. Subjektet e autorizuar për miratim, i kryejnë punët si vijon:</p> <p>1.1. analiza, kontrolle dhe aktivitetet e certifikimit në lidhje me procedurën për miratimin e tipit të mjetit rrugor;</p> <p>1.2. analiza, kontrolle dhe aktivitetet e certifikimit në lidhje me procedurën për miratimin e tipit të sistemit, pjesës përbërëse, njësive të pavarura teknike dhe pajisjes;</p> <p>1.3. përcaktimin e përmbushjes së kërkesave teknike në procedurën për miratimin e veçantë të mjetit rrugor në përputhje, me kërkesat e përcaktuara me këtë ligj dhe me rregullat e miratuara në bazë të këtij ligji;</p>	<p style="text-align: center;"><b>Article 33</b> <b>Functions of the entities for approval</b></p> <p>1. The authorized entities for approval are specifically authorized to perform the work as following:</p> <p>1.1. analysis, checks and activities of certification regarding the procedure for the type approval of the vehicle;</p> <p>1.2. analysis, checks and activities of certification regarding the procedure for the type approval of the system, component part, independent technical unit and equipment;</p> <p>1.3. the fulfillment of the technical requirements in the procedure for special approval of the vehicle pursuant to the requirements of this law and the rules adopted pursuant to this law;</p>	<p style="text-align: center;"><b>Član 33</b> <b>Funkcije lica za odobrenje</b></p> <p>1. Ovlašćena lica za odobrenje vrše sledeće poslove:</p> <p>1.1. vrše analizu, kontrole i aktivnosti certifikacije vezano za postupak za odobravanja tipa vozila;</p> <p>1.2. vrši analizu, kontrole i aktivnosti certifikacije vezano za postupak o odobravanju tipa sistema, sastavnih delova, odvojenih tehničkih jedinica i opreme;</p> <p>1.3. utvrđuje ispunjenost tehničkih zahtjeva u postupak za posebno odobravanje vozila u skladu sa zahtevima utvrđenim ovim zakonom i drugim propisima donetim na osnovu ovog zakona;</p>

<p>1.4. përcaktimin e përmbushjes të kërkesave teknike në procedurën për miratimin veç e veç të mjetit rrugor në përputhje me kërkesat e përcaktuara në nenin 30 të këtij ligji;</p> <p>1.5. miratimin e mjeteve rrugore të riparuar në përputhje me nenin 27 të këtij ligji,</p> <p>2. Subjekti i autorizuar për miratim i kryen ose i kontrollon analizat e nevojshme për miratimin e tipit, i bën kontrollimet e nevojshme, i zbaton procedurat në përputhje me specifikimet e parapara dhe vepron në përputhje me kërkesat alternative.</p>	<p>1.4. the establishment of fulfillment of the technical conditions in the approval procedure, separately, for vehicles repaired pursuant to Article 30 of this law;</p> <p>1.5. the approval of repaired vehicles pursuant to Article 27 of this law,</p> <p>2. The authorized entity for approval performs or checks the necessary analyses for the type approval, carries out the necessary checks, performs the procedures pursuant to the necessary specifications and acts in accordance with alternative requests.</p>	<p>1.4. utvrđuje ispunjavanje tehničkih zahteva u postupku pojedinačnog odobravanja vozila u skladu sa zahtevima iz člana 30. ovog zakona;</p> <p>1.5. odobrenje ispravljenih i popravljenih vozila u skladu sa članom 27. ovog zakona,</p> <p>2. Ovlašćeno lice za odobrenje vrši ili kontroliše potrebne analize za odobrenje tipa, vrši potrebne kontrole i sprovodi postupke u skladu sa utvrđenim specifikacijama i postupa u skladu sa alternativnim zahtevima.</p>
<p style="text-align: center;"><b>Neni 34</b> <b>Kushtet funksionale dhe operative</b></p>	<p style="text-align: center;"><b>Article 34</b> <b>Functional and operational conditions</b></p>	<p style="text-align: center;"><b>Član 34</b> <b>Funkcionalni i operativni uslovi</b></p>
<p>1. Subjektet e autorizuar për miratim duhet të plotësoj kushtet si në vijim:</p> <p>1.1. Kushtet hapësinore dhe materialo-teknike që sigurojnë operim në territorin e Republikës së Kosovës;</p> <p>1.2. Kuadër përkatës profesional;</p> <p>1.3. Organizim të punës dhe strukturë organizative që garanton realizim të punëve afatgjata dhe kualitative;</p> <p>1.4. Përkrahje përkatëse në aspektin teknik</p>	<p>1. The authorized entities for approval shall fulfill the following conditions:</p> <p>1.1. Space and material-technical conditions ensuring operation in the territory of the Republic of Kosovo;</p> <p>1.2. Relevant professional staff;</p> <p>1.3. Organization of work and organizational structure that guarantees the realization of long-term jobs and quality;</p> <p>1.4. Relevant support in terms of technical</p>	<p>1. Ovlašćena lica za odobrenje moraju ispunjavati sledeće uslove:</p> <p>1.1. Prostorne, materijalne i tehničke uslove koji obezbeđuju funkcionisanje na teritoriji Republike Kosova;</p> <p>1.2. Ima odgovarajući stručni kadar;</p> <p>1.3. Organizaciju rada i strukturu koja garantuje trajno i kvalitetno obavljanje poslova;</p> <p>1.4. Odgovarajuću podršku u tehničkom i</p>

<p>dhe të informatikës për kryerjen e punëve;</p> <p>1.5. Kushte tjera specifike përcaktohen në një akt nënligjorë.</p> <p>2. Subjekti i cili i plotëson kushtet nga paragrafi 1. i këtij neni i lëshohen licenca me afat të pakufizuar, me kusht që në mënyrë të pandërprerë i plotëson kushtet dhe kriteret e përcaktuara me këtë ligj dhe dispozitave të nxjerra në bazë të këtij ligji.</p>	<p>and IT support for performing ;</p> <p>1.5. Other specific conditions will determine through a sub legal act.</p> <p>2. The entity which meets the requirements of paragraph 1. of this Article is issued an license with limited term on condition that constantly meets the condition and criteria defined by this law and provisions issued based on this law.</p>	<p>informatičkom smislu za obavljanje poslova;</p> <p>1.5. Ostale specifične uslove određuju se podzakonskim aktom.</p> <p>2. Lice koje ispuni uslove iz stava 1. ovog člana izdaje se licenca na neodređeno vreme, pod uslovom da neprekidno ispunjava uslove i kriterijume predviđene ovim zakonom i odredbama donetim na osnovu ovog zakona.</p>
<p style="text-align: center;"><b>Neni 35</b> <b>Revokimi i autorizimit</b></p>	<p style="text-align: center;"><b>Article 35</b> <b>Revocation of authorization</b></p>	<p style="text-align: center;"><b>Član 35</b> <b>Oduzimanje ovlašćenja</b></p>
<p>1. Nëse subjekti i autorizuar për miratim, nuk i kryen aktivitetet e caktuara profesionale në përputhje me rregullat nacionale dhe ndërkombëtare, ministria e ngarkuar për transport do t'ia revokoj autorizimin.</p> <p>2. Në mënyrë që të kryejnë funksionet e veta, subjektet e autorizuar do të kompensohen nga tarifatat e shërbimeve që arkëtohen gjatë kryerjes së punëve;</p> <p>3. Përcjellja dhe mbikëqyrja ndaj subjekteve të autorizuar për miratim ushtrohet nga Ministria.</p> <p>4. Ministria përcakton çmimorën për tarifatat e parapara. Çmimi është unik dhe vlen për të gjitha subjektet e autorizuar</p>	<p>1. If the authorized entity for approval fails to perform its professional activities pursuant to national and international rules, the Ministry in charge of transport shall revoke the authorization.</p> <p>2. In order to perform its functions, the authorized entities for approval will be refunded by fees of services that are collected during the performance of the functions.</p> <p>3. The supervision to the entities authorized for approval is exercised by the Ministry.</p> <p>4. The Ministry determine price list for the foreseen fees. The price list is unique and applies to all authorized entities.</p>	<p>1. Ukoliko ovlašćeno lice za odobrenje ne obavlja određene stručne aktivnosti u skladu sa nacionalnim i međunarodnim propisima, ministarstvo nadležno za prevoz će oduzeti ovlašćenje.</p> <p>2. Sa ciljem da vrši svoje funkcije, ovlašćena lica će biti nadoknađene od naknade za usluge koje se prikupe za obavljanje poslova;</p> <p>3. Praćenje i nadzor ovlašćenih lica se vrši od ministarstva.</p> <p>4. Ministarstvo određuje cenu za predviđene naknade. Cena je jedinstvena i važi za sva ovlašćena lica.</p>

<p style="text-align: center;"><b>Neni 36</b> <b>Plotësimi i pandërprerë i kushteve</b></p> <p>1. Subjektet e autorizuarra për miratim obligohen që në mënyrë të përhershme t'i plotësojnë kushtet për kryerjen e punëve të përcaktuara, në pajtim me dispozitat e këtij ligji dhe rregullat e miratuara në bazë të këtij ligji.</p> <p>2. Dënohet me gjobë nga dhjetë mijë (10.000) € deri në pesëmbëdhjetë mijë (15.000) €, subjekti juridik në rast se detyrat e përcaktuara nuk i kryen profesionalisht apo i kryen në kundërshtim me dispozitat e këtij neni.</p> <p>3. Dënohet me gjobë nga pesëqind (500) € deri një mijë e pesëqind (1.500) € edhe personi përgjegjës i subjektit juridik.</p>	<p style="text-align: center;"><b>Article 36</b> <b>The constant fulfillment of conditions</b></p> <p>1. The authorized entities for approval are permanently obliged to fulfill the conditions for the performance of functions pursuant to the provisions of this law and the rules adopted as per this law.</p> <p>2. A fine of five thousand (10.000), € up to 15.000,00 € in cash shall be imposed on a legal person if he fails to perform the assigned duties professionally or performs them contrary to the provisions of this Article.</p> <p>3. A fine of five hundred (500) € up to one thousand and five hundred (1.500) € in cash shall be imposed on the legal person responsible.</p>	<p style="text-align: center;"><b>Član 36</b> <b>Neprekidno ispunjavanje uslova</b></p> <p>1. Ovlašćena lica za odobrenje su dužna da neprekidno ispunjavaju uslove za obavljanje utvrđenih poslova u skladu sa odredbama ovoga Zakona i podzakonskim aktima donetih na osnovu ovog zakona.</p> <p>2. Novčanom kaznom u iznosu od deset hiljada (10.000) € do petnaest hiljada (15.000) € kazni će se pravno lice ukoliko utvrđene dužnosti ih ne obavlja stručno ili ih obavlja suprotno od odredbi ovog člana.</p> <p>3. Novčanom kaznom u iznosu od petsto (500) € do hiljadu i petsto (1.500) kazni će se odgovorna osoba pravnog lica.</p>
<p style="text-align: center;"><b>Neni 37</b> <b>Kushtet për revokimin e autorizimit</b></p> <p>1. Ministri me vendim mund t'ia revokojë autorizimin subjektit të autorizuar për miratim nëse:</p> <p>1.1. ka pushuar që t'i plotësoj kushtet e caktuara për kryerjen e punëve të përcaktuara, në pajtim me dispozitat e këtij ligji dhe rregullat e miratuara në bazë të këtij ligji;</p>	<p style="text-align: center;"><b>Article 37</b> <b>The conditions for the revocation of the license</b></p> <p>1. Minister can bring a decision to revoke the authorization of the authorized entity for approval if:</p> <p>1.1. it ceased to fulfill the criteria to perform the set functions pursuant to the provisions of this law and the rules adopted accordingly;</p>	<p style="text-align: center;"><b>Član 37</b> <b>Uslovi za oduzimanje ovlašćenja</b></p> <p>1. Ministar odlukom može da oduzima ovlašćenje ukoliko se utvrdi da ovlašćeno lice:</p> <p>1.1. prestalo ispunjavati propisane uslove za obavljanje poverenih poslova u skladu sa odredbama ovog zakona i podzakonskim aktima donetim na osnovu ovog zakona;</p>

<p>1.2. kundër tij është ngritur procedura e falimentimit ose likuidimit;</p> <p>1.3. ka pushuar që të punojë në bazë të vendimit gjyqësor.</p> <p style="text-align: center;"><b>Neni 38</b> <b>Kushtet për Autorizim</b></p> <p>1. Ministri me akt nënligjor përcakton:</p> <p>1.1. kushtet e lokalit, pajisjen, aparatet dhe kuadrin profesional për subjektet e autorizuar;</p> <p>1.2. procedurat për kryerjen e punëve të subjekteve të autorizuar, duke përfshi caktimin e specifikacioneve teknike të detyrueshme të cilat duhet të zbatohen;</p> <p>1.3. mënyrën dhe procedurën për miratimin dhe revokimin e autorizimit për subjektin e autorizuar.</p> <p><b>KAPITULLI VII</b> <b>REGJISTRIMI I MJETEVE</b></p>	<p>1.2. a bankruptcy or liquidity case has been filed against them in court;</p> <p>1.3. it ceased to function pursuant to the court decision.</p> <p style="text-align: center;"><b>Article 38</b> <b>Conditions for Authorized</b></p> <p>1. The Minister whith sub-legal establishes:</p> <p>1.1. the conditions for the facility, equipment, tools and staff of the authorized entities;</p> <p>1.2. procedures for the performance of the authorized entities including setting the mandatory technical specifications which must be applied;</p> <p>1.3. the manner and procedure for the approval and removal of the authorization for the authorized entity.</p> <p><b>CHAPTER VII</b> <b>REGISTRATION OF VEHICLES</b></p>	<p>1.2. ukoliko protiv tog lice je pokrenut postupak stečaja ili likvidacije;</p> <p>1.3. prestalo raditi na osnovu sudskog rešenja.</p> <p style="text-align: center;"><b>Član 38</b> <b>Uslove za Ovlašćena</b></p> <p>1. Ministar sa podzakonim aktom utvrđuje:</p> <p>1.1. uslove objekta, opremu, uređaje i stručne kadrove za ovlašćena lica;</p> <p>1.2. postupke za obavljanje poslova od strane ovlašćenih lica, uključujući i određivanje obaveznih tehničkih specifikacija koje se moraju sprovoditi;</p> <p>1.3. način i postupak za odobrenje i oduzimanje ovlašćenja za ovlašćeno lice.</p> <p><b>POGLAVLJE VII</b> <b>REGISTRACIJA VOZILA</b></p>
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<p style="text-align: center;"><b>Neni 39</b> <b>Kushtet për pjesëmarrje në komunikacion rrugor</b></p>	<p style="text-align: center;"><b>Article 39</b> <b>Conditions for participation in road traffic</b></p>	<p style="text-align: center;"><b>Član 39</b> <b>Uslovi učešća u drumskom saobraćaju</b></p>
<p>1. Në mënyrë që të marrin pjesë në komunikacion rrugor, mjetet duhet të jenë të regjistruara dhe të posedojnë certifikatë të regjistrimit të mjetit valide ose leje valide për ngasje provuese, të jetë i shënuar me targë regjistrimi ose targa provuese të vendosura për identifikim të mjetit.</p> <p>2. Përjashtimisht nga paragrafi 1. i këtij neni, rimorkiot e lehta nuk regjistrohen por duhet të posedojnë sistemet dhe pajisjen e përshkruar pa mangësi, duhet të posedojnë targën e identifikimit si dhe duhet të posedoj certifikatën e kontrollit teknik në të cilën është e shënuar data e kontrollës së parë teknike dhe afatin e kontrollës së ardhshme teknike. Në komunikacionin rrugor mund të marrin pjesë edhe mjetet e pa regjistruara si moto kultivatori, dhe mjetet e punës nëse i kanë sistemet dhe pajisjet e përcaktuara teknikisht në rregull.</p> <p>3. Dënohet me gjobë prej pesëqind (500) € shoferi i cili vepron në kundërshtim me dispozitat e këtij neni.</p>	<p>1. In order to participate in traffic, vehicles shall be registered and possess a valid traffic certificate or valid test driving certificate, must be marked with a registration plate or test plates established for purposes of vehicle identification.</p> <p>2. Notwithstanding from paragraph 1. of this Article, lightweight trailers are not registered but they shall possess the systems and the equipment described without any defects, as well as the technical check certificate which states the date of the first technical checkup and the deadline for the next technical inspection. In road traffic can participate as well the unregistered vehicles such as motor-cultivators and work tools, if they have the systems and determined equipment technically in order.</p> <p>3. A fine of five hundred (500) € is imposed on a driver who acts contrary to the provisions of this Article.</p>	<p>1. Za učešće u drumskom saobraćaju, vozila moraju biti registrovana i da imaju važeće uverenje o registraciji vozila ili važeću dozvolu za probnu vožnju, da bud označena registarskim tablicama i probnim tablicama postavljene za identifikaciju vozila.</p> <p>2. Izuzetno od stava 1. ovoga člana, lake prikolice se ne registruju, ali moraju imati ispravan propisan sistem i opremu bez nedostataka, treba imati identifikacione tablice kao i potvrdu o tehničkom pregledu naznačenu sa datumom prvog pregleda i rok za sledeći tehnički pregled. U drumskom saobraćaju mogu učestvovati i vozila koje nisu registrovane, kao što su moto-kultivatori i radna vozila ako imaju tehničko ispravne i propisne sisteme i opremu.</p> <p>3. Novčanom kaznom u iznosu od petsto (500) € kazni će se vozač koji postupi suprotno od odredbi ovog člana.</p>



<p style="text-align: center;"><b>Neni 40</b> <b>Mjetet e organeve ndërkombëtare</b></p>	<p style="text-align: center;"><b>Article 40</b> <b>Vehicles of international bodies</b></p>	<p style="text-align: center;"><b>Član 40</b> <b>Vozila međunarodnih organa</b></p>
<p>1. Mjetet e misioneve diplomatike dhe konsulllore, si dhe mjetet e përdorura nga misionet e huaja, autoritetet ndërkombëtare, zyrat e huaja përfaqësuese në Republikën e Kosovës dhe personalitetet e tyre, bizneset e huaja, subjektet kulturore dhe përfaqësitë tjera me banim të përkohshëm apo të përhershëm në Republikën e Kosovës mund të qarkullojnë deri në gjashtë (6) muaj nëse janë të regjistruara, si dhe mjetet tjera të cilat janë në qarkullim të lirë ose janë në procedurën e importit të përkohshëm dhe i cili zgjatë më shumë se gjashtë (6) muaj mund të qarkullojnë nëse janë të regjistruara.</p> <p>2. Ministria e punëve të Brendshme me akt të veçantë nënligjor do të përcaktojë formën e tabelave, kushtet dhe kriteret për regjistrimin a mjeteve të cilat përdoren nga institucionet e huaja siç është përcaktuar në paragrafin 1. të këtij neni.</p> <p>3. Dispozitat e paragrafit 1. të këtij neni nuk aplikohen për mjetet e shtetasve të huaj të cilët janë me banim të përkohshëm apo të përhershëm në Republikën e Kosovës për më tepër se gjashtë (6) muaj, dhe mjetet e të cilëve</p>	<p>1. Vehicles of diplomatic and consular missions, as well as vehicles used by foreign missions, international authorities, foreign representative offices in the Republic of Kosovo and their personalities, foreign business, cultural and communication entities and other representative offices with temporary or permanent residence in Kosovo can circulate up to six (6) months if they are registered, as well as other vehicles which are in free circulation or are in process of temporary import which lasts more than six (6) months , can circulate, if they are registered.</p> <p>2. The Ministry of Interior by a sub-legal act shall determine the form of tables, the conditions and criteria for registration of vehicles which are being used by foreign institutions as defined in paragraph 1 of this article.</p> <p>3. The provisions of the paragraph 1 of this article do not apply to foreign citizens with temporary or permanent residence in the Republic of Kosovo for over six (6) months, and whose vehicles are registered in an EU</p>	<p>1. Vozila diplomatskih i konzularnih predstavništava i stranih misija, međunarodnih organa, predstavništava stranih zemalja u Republici Kosova i njihovog osoblja, strani biznisi, kulturna lica i druga predstavništva sa privremenim ili stalnim boravkom u Republici Kosova mogu da se kreću do šest (6) meseci ukoliko su registrovane, kao i ostala vozila koja su u slobodnom saobraćaju ili su tokom postupka privremenog uvoza i koji traje duže od šest (6) meseci, ako su registrovana, mogu da se kreću u saobraćaju.</p> <p>2. Ministarstvo unutrašnjih poslova podzakonskim aktom će utvrditi izgled tablica, uslove i kriterijume za registraciju vozila koja se koriste od stranih institucija kao što je definisano u stavu 1. ovog člana.</p> <p>3. Odredbe iz stava 1. ovog člana ne odnose se na strane državljane sa privremenim ili stalnim boravkom u Republici Kosovo za više od šest (6) meseci, a čija vozila su registrovana u nekoj od državi EU.</p>

<p>janë të regjistruara në ndonjë shtet të BE-së.</p> <p>4. Dënohet me gjobë prej pesëqind (500) € shoferi i cili vepron në kundërshtim me rregullat e këtij neni.</p> <p>5. Dënohet me gjobë nga pesëmijë (5000) € personi fizik ose juridik i cili vepron në mënyrë të pavarur, i cili vepron në kundërshtim me rregullat e këtij neni, ndërsa personi përgjegjës dënohet në vlerë nga pesë qind (500) €.</p>	<p>state.</p> <p>4. A fine of five hundred (500) € is imposed on a driver who acts contrary to the provisions of this Article.</p> <p>5. A fine of five thousands (5.000) € is imposed on a legal or natural person acting independently, who acts contrary to the provisions of this Article, whereas the responsible person is fined by five hundred (500) €.</p>	<p>4. Novčanom kaznom u iznosu od petsto (500) € kazni će se vozač koji postupi suprotno od propisa ovoga člana.</p> <p>5. Novčanom kaznom od pet hiljada (5.000) € se kažnjava pravno ili fizičko lice koje deluje nezavisno, koji deluje u suprotnosti sa odredbama ovog člana, a odgovorno lice novčanom kaznom od petsto (500) €.</p>
<p style="text-align: center;"><b>Neni 41</b></p> <p style="text-align: center;"><b>Mjetet e regjistruara në shtetet tjera</b></p> <p>1. Mjetet e regjistruara në shtetet tjera mund të qarkullojnë në komunikacionin rrugor të Republikës së Kosovës nëse e posedojnë targën e regjistrimit dhe lejen e komunikacionit, nëse mjeti është i shënuar me kodin e shtetit në të cilin është i regjistruar ashtu siç është e përcaktuar me konventën ndërkombëtare të komunikacionit rrugor. Kodi mund të jetë në targën e regjistrimit të mjetit apo i shënuar në mënyrë të veçantë.</p> <p>2. Përfundimisht nga paragrafi 1. i këtij neni, mjetet mund të qarkullojnë në komunikacionin rrugor me targa të huaja provuese apo targa të përkohshme nëse ato nuk kanë mangësi teknike dhe posedojnë sigurimin e detyrueshëm të</p>	<p style="text-align: center;"><b>Article 41</b></p> <p style="text-align: center;"><b>Registered vehicles in other countries</b></p> <p>1. Vehicles registered in other states can circulate in traffic in the Republic of Kosovo if they possess the registration plates and circulation permit, if the vehicle is marked with the code of the state it is registered in as defined by the international convention on road traffic. The code can be on the registration plate of the vehicle or specifically marked.</p> <p>2. Notwithstanding from paragraph 1. of this article, vehicles can circulate in traffic with foreign probationary plates or temporary plates if they have no technical defects and possess the obligatory insurance of responsibility for</p>	<p style="text-align: center;"><b>Član 41</b></p> <p style="text-align: center;"><b>Vozila registrirana u drugim zemljama</b></p> <p>1. Vozila registrovana u drugim državama mogu da se kreću u drumskom saobraćaju u Republici Kosovo ako imaju registarske tablice i saobraćajnu dozvolu, ukoliko je vozilo označeno kodom države gde je registrovano kao što je definisano međunarodnom konvencijom o drumskom saobraćaju. Kod može da bude na registarskoj tablici vozila ili posebno obeležen.</p> <p>2. Izuzetno od stava 1. ovog člana, vozila mogu da se kreću u drumskom saobraćaju sa inostranim probnim tablica ili privremenim tablicama ukoliko nemaju tehničke nedostatke i imaju obavezno osiguranje odgovornosti za</p>

<p>përgjegjësish për trafikun ndërkombëtare si dhe lejen valide të ngasjes provuese ose certifikatën valide të regjistrimit.</p> <p>3. Dënohet me gjobë njëqind (100) € shoferi i cili vepron në kundërshtim me rregullat e këtij neni.</p>	<p>international traffic and a valid permit for probationary driving or a valid registration certificate.</p> <p>3. A fine one hundred (100) € is imposed on a driver who acts contrary to the rules of this Article.</p>	<p>međunarodni saobraćaj kao i važeću dozvolu za probnu vožnju ili važeće uverenje o registraciji.</p> <p>3. Novčanom kaznom u iznosu od sto (100) € kazni će se vozač koji postupa suprotno od ovog člana.</p>
<p style="text-align: center;"><b>Neni 42</b> <b>Autorizimet e ministrisë për punë të brendshme</b></p>	<p style="text-align: center;"><b>Article 42</b> <b>The authorizations of the ministry for interior affairs</b></p>	<p style="text-align: center;"><b>Član 42</b> <b>Ovlašćenja ministarstva unutrašnjih poslova</b></p>
<p>1. Ministria për punë të brendshme përcakton:</p> <p>1.1. Procedurën për regjistrimin e mjeteve, dhënien dhe validitetin e certifikatës së regjistrimit të mjetit, targat, llojin, përmbajtjen dhe formën e targave të regjistrimit, targave provuese, ndryshimin e të dhënave si dhe çregjistrimin e mjeteve;</p> <p>1.2. Formën e certifikatës së regjistrimit të mjetit dhe format tjera të cilat përdoren në procedurën e regjistrimit të mjetit;</p> <p>1.3. Përcaktimi i çmimit për regjistrim të mjeteve si dhe çmimin e targave të regjistrimit dhe atyre provuese, të cilat i paguan pala.</p> <p>2. Përgjashtimisht nga dispozitat e këtij ligji, ministria kompetente e mbrojtjes përcakton</p>	<p>1. The Ministry of Interior Affairs determines:</p> <p>1.1. The procedure for the registration of vehicles, the issuance and validity of the vehicle registration certification, for the plates, type, content and form of registration plates, test (probation) plates, change of data as well as de-registration of the vehicles ;</p> <p>1.2. Traffic license form and other forms used in the procedure of registration of the vehicle;</p> <p>1.3. The value (price) of printed forms which are used in vehicle registration procedure, as well as the value of registration plates and test plates which are paid by the party.</p> <p>2. Notwithstanding from provisions of this law, the competent Ministry of Defense determines</p>	<p>1. Ministarstvo unutrašnjih poslova određuje:</p> <p>1.1. Postupak za registraciju vozila, izdavanje i validnost uverenja o registraciji vozila, registarske tablice, vrsti, sadržini i oblik registarskih tablica, probnih tablica, promene podataka kao i odjava vozila;</p> <p>1.2. Oblik uverenja o registraciji vozila i druge obrasce koje se koriste tokom postupka registracije vozila;</p> <p>1.3. Cenu za registraciju vozila kao i cenu registarskih i probnih tablica, koje ih plati stranka.</p> <p>2. Izuzetno od odredbe ovog zakona, nadležno ministarstvo odbrane određuje način</p>

<p>mënyrën e regjistrimit, formën dhe përmbajtjen e targave regjistruese për mjetet të cilat përdoren nga Forcat e Sigurisë së Kosovës, njësitë e inteligjencës si dhe për mjetet të cilat përdoren nga shërbimi i sigurisë së Ministrisë së Forcës së Sigurisë.</p> <p>3. Përjashtimisht nga dispozitat e këtij kapitulli, Ministria kompetente për Punë të Brendshme përcakton mënyrën e regjistrimit, formën dhe përmbajtjen e targave regjistruese për mjetet e policisë, mjetet e shërbimeve të inteligjencës si dhe mjetet e shërbimit të sigurimit shtetërorë.</p> <p>4. Me akt të veçantë nënligjor do të përcaktohen kushtet dhe kriteret.</p>	<p>the manner of registration, the form and content of registration plates for vehicles used by the Kosovo Security Forces, intelligence units, as well as vehicles which are used by the security service of the Ministry of Kosovo Security Forces.</p> <p>3. Exceptionally from the provisions of this chapter the competent Ministry of Interior Affairs determines the manner of registration, the form and content of registration plates for police vehicles, vehicles of the intelligent services, as well as vehicles of the state security service.</p> <p>4. With a special sub-legal act will be determined the conditions and criteria</p>	<p>registracije, oblik i sadržaj registarskih tablica za vozila koja se koriste od Kosovske bezbednosne snage, obaveštajnih jedinica, kao i vozila koja se koriste od strane službe obezbedenja Ministarstva Kosovske bezbednosne snage.</p> <p>3. Izuzetno od određaba ovog poglavlja, nadležno Ministarstvo unutrašnjih poslova određuje način registracije, oblik i sadržaj registarskih tablica za policijska vozila, vozila obaveštajnih jedinica, kao i vozila službe državne bezbednosti.</p> <p>4. Posebnim podzakonskim aktom, biće određeni uslovi i kriterijumi.</p>
<p style="text-align: center;"><b>Neni 43</b> <b>Regjistrimi i mjeteve</b></p> <p>Regjistrimi i mjeteve nënkupton regjistrimin e të dhënave të mjetit dhe pronarit.</p>	<p style="text-align: center;"><b>Article 43</b> <b>Registration of vehicles</b></p> <p>The registration of vehicles implies the registration of the vehicle and the owner.</p>	<p style="text-align: center;"><b>Član 43</b> <b>Registracija vozila</b></p> <p>Pod registracijom vozila podrazumeva se registracija podataka o vozifu i vlasniku.</p>
<p style="text-align: center;"><b>Neni 44</b> <b>Regjistrimi i mjeteve të pronarëve me vendqëndrim në Republikën e Kosovës</b></p> <p>Në Republikën e Kosovës regjistrohen mjetet, pronarët e të cilave kanë vendqëndrimin apo selinë në Kosovë, si mjetet diplomatike, përfaqësitë konsullore, misionet e shteteve të</p>	<p style="text-align: center;"><b>Article 44</b> <b>Registration of vehicles of owners with reside in the Republic of Kosovo</b></p> <p>The Republic of Kosovo registers vehicles whose owners are resident or seated in the Republic of Kosovo, like diplomatic vehicles, consular entities, and foreign countries</p>	<p style="text-align: center;"><b>Član 44</b> <b>Registracija vozila vlasnika sa mestom boravka u Republici Kosovo</b></p> <p>U Republici Kosovo registriraju se vozila vlasnika koje imaju mesto boravka ili sedište u Republici Kosova, diplomatska vozila i konzularnih predstavništava, misija stranih</p>

<p>huaja, përfaqësive të organizatave ndërkombëtare në Republikën Kosovë, si dhe përfaqësive ekonomike kulturore të komunikacionit dhe përfaqësive tjera.</p>	<p>missions, representative offices of international organizations in Republic Kosovo, as well as business, cultural and communications representative offices.</p>	<p>država, predstavništava međunarodnih organizacija na Republici Kosovu, kao i ekonomskih, kulturnih, saobraćajnih i drugih predstavništava.</p>
<p align="center"><b>Neni 45</b> <b>Regjistrimi i mjeteve në pronësi të personave me qëndrim të përkohshëm</b></p>	<p align="center"><b>Article 45</b> <b>Registration of vehicles owned by persons with temporary residence</b></p>	<p align="center"><b>Član 45</b> <b>Registracija vozila u vlasništvu lica sa privremenim boravkom</b></p>
<p>1. Në republikën e Kosovës regjistrohen mjetet, pronarët e të cilave janë shtetas të huaj me leje qëndrimi të përkohshme ose të përhershme, , të cilët regjistrojnë automjetet e tyre sipas rregullave doganore apo kërkesave të importit të përkohshëm (automjetet përkohësisht të importuara) dhe përdoren sipas kontratës Leasing, ose kontratës së bashkëpunimit afarist të kontraktuara ndërmjet kompanive me seli në Republikën e Kosovës dhe kompanive tjera me seli në ndonjë shtet tjetër, si dhe automjetet të cilat janë të destinuara për manifestime sportive, ekonomike. Për këto mjete lëshohet certifikata e regjistrimit me afat vlefshmërie prej një (1) viti.</p>	<p>1. The Republic of Kosovo registers vehicles whose owners are foreign citizens with temporary or permanent residence status, who register their vehicles pursuant to the customs requirements or temporary import requirements (temporarily imported vehicle) and are used according to a Leasing contract or business cooperation contracts contracted between companies seated in the Republic of Kosovo and other companies seated in a different state, as well as vehicles which are intended for sports and economic events. For these vehicles the registration certificate will be issued with a validity of one (1) year.</p>	<p>1. U Republici Kosovo registruju se vozila vlasnici čijih su strani državljani sa privremenim ili stalnim boravkom, koji registruju njihova vozila prema carinskim propisima i zahtevima za privremeni uvoz (privremena uvezena vozila) i koriste lizing ugovor ili prema ugovoru o poslovnoj saradnji ugovoreno između kompanija sa sedištem u Republici Kosova i kompanija sa sedištem u neku drugu državu, kao i vozila koje se koriste za sportske, ekonomske manifestacije. Za ova vozila izdaje se uverenje o registraciji sa rokom važenja od jedne (1) godine.</p>
<p align="center"><b>Neni 46</b> <b>Certifikata e regjistrimit të automjetit me afat të kufizuar</b></p>	<p align="center"><b>Article 46</b> <b>Vehicle registrations certificate with limited term</b></p>	<p align="center"><b>Član 46</b> <b>Uverenje o registraciji vozila za ograničeni rok</b></p>
<p>1. Mjetet regjistrohen edhe kur shtetasi i huaj pas përfundimit të qëndrimit të tij, e transporton mjetin e blerë në Republikën e Kosovës me</p>	<p>1. Vehicles are registered when a foreign citizen, at the end of his stay, transports the vehicle purchased in Kosovo and intends to</p>	<p>1. Vozila se mogu registrovati i kada strani državljanin, nakon svog boravka, prevozi vozilo kupljeno u Republici Kosovu i namerava da ga</p>

<p>qëllim që ta regjistroj atë në ndonjë shtet tjetër, ose për mjetet që i nënshtrohen përpunimeve apo përmirësimeve të cilat transportohen jashtë vendit. Certifikata e regjistrimit të automjetit në këtë rast jepet në afat kohor sipas nevojës, varësisht se sa kohë do të duhet mjetit të arrijë deri në shtetin ku do të regjistrohet. Ky afat kohor i përkohshëm i certifikatës së regjistrimit të automjetit nuk mund të jetë më i gjatë se 30 ditë. Në këtë rast mjetet regjistrohen deri në skadim të vlefshmërisë së lejes së komunikacionit.</p>	<p>register it in another state, or vehicles that undergo improvements or repairs which are transported abroad. The traffic permit in this case is issued on a need-basis timeframe, depending on how much time it takes the vehicle to travel to the state it will be registered in. This temporary timeframe of circulation permit cannot be longer than 30 days. In this case, vehicles are registered until the expiry of the validity of their traffic circulation permit.</p>	<p>regjistruje u drugoj državi ili vozila koja su predmet obrade ili popravke koje se prevoze u inostranstvu. Uverenje o registraciji vozila u ovom slučaju se izdaje u roku prema potrebi, u zavisnosti koliko vremena je potrebno vozilu da stigne do države gde će biti registrovana. Ovaj privremeni vremenski rok uverenja o registraciji vozila ne može biti duži od 30 dana. U ovom slučaju, vozila se registruju do isteka roka važenja njihove saobraćajne dozvole.</p>
<p>2. Regjistrohen po ashtu edhe mjetet të cilat kanë qenë të regjistruara në Republikën e Kosovës e të cilat janë vjedhur dhe që më vonë janë gjetur; në këtë rast certifikata e regjistrimit të automjetit lëshohet për një periudhë kohore që i nevojitet automjetit për të arritur në Republikën e Kosovës, mirëpo për afat kohor jo më të gjatë se 30 ditë. Mjeti regjistrohet në afatin kohor deri në skadimin e vlefshmërisë së lejes së komunikacionit.</p>	<p>2. Vehicles which were registered in the Republic of Kosovo and which were stolen and later found are also registered; in this case, the traffic permit is issued for the time period required for the vehicle to arrive to the Republic of Kosovo but for a period not longer than 30 days. The vehicle shall be registered for a time period until the expiry of the validity of the circulation permit.</p>	<p>2. Registruju se takođe i vozila koja su bila registrovana u Republici Kosovo i koja su ukradena a kasnije pronađeno; u tom slučaju, uverenje o registraciju vozila se izdaje za vremenski period koji je potreban da vozilo stigne u Republiku Kosovo, ali za period ne duži od 30 dana. Vozilo se registruje za vremenski period do isteka važenja saobraćajne dozvole.</p>
<p style="text-align: center;"><b>Neni 47</b> <b>Mjeti në bashkëpronësi</b></p>	<p style="text-align: center;"><b>Article 47</b> <b>The vehicles on joint ownership</b></p>	<p style="text-align: center;"><b>Član 47</b> <b>Vozila u suvlasništvu</b></p>
<p>Nëse mjeti është në pronësi të disa individëve, atëherë regjistrohet në emër të një individi të emëruar nga bashkëpronarët e tij.</p>	<p>If a vehicle is owned by a number of individuals, then it is registered on behalf of one individual appointed by its co-owners.</p>	<p>Ako je vozilo u suvlasništvu nekoliko osoba, onda se registruje na ime jednog od suvlasnika imenovan od njegovih suvlasnika.</p>

<p style="text-align: center;"><b>Neni 48</b> <b>Mjeti me kontratë (leasing)</b></p> <p>Mjeti me kontratë (Leasing) ose me kontratë me qira (rentë) shitet pa të drejtë pronësie, mund të regjistrohet në emër të përdoruesit, nëse pronari i mjetit e jep pëlqimin me shkrim. Në këtë rast dispozitat ligjore të cilat janë të aplikueshme për pronarin, automatikisht zbatohen edhe për përdoruesin. Në lejen e komunikacionit regjistrohet edhe emri i pronarit.</p>	<p style="text-align: center;"><b>Article 48</b> <b>Vehicle with leasing contract</b></p> <p>The vehicle with (Leasing) contract or with contract for rent is sold without ownership rights, can be registered on behalf of the user if the owner of vehicle gives its consent in writing. In this case, the legal provisions that are applicable to the owner automatically are applicable to the user, as well. The name of the owner is stated on the traffic permit.</p>	<p style="text-align: center;"><b>Član 48</b> <b>Vozilo sa (lizing) ugovorom</b></p> <p>Vozilo sa (lizing) ugovorom ili ugovorom za iznajmljivanje se prodaje bez vlasničkog prava, može se registrovati na ime korisnika ukoliko vlasnik vozila daje pisanu saglasnost. U ovom slučaju, zakonske odredbe koje se primenjuju na vlasnika automatski važe i za korisnika. U saobraćajnoj dozvoli se registruje i ime vlasnika.</p>
<p style="text-align: center;"><b>Neni 49</b> <b>Mjeti në pronësi të miturit</b></p> <p>Mjeti i cili është në pronësi të fëmijës ose të miturit regjistrohet në emër të njërit prind, kujdestarit, prindit adoptues si dhe bartësit të së drejtës së përdorimit të mjetit. Në këtë rast dispozitat ligjore të cilat vlejnë për pronarin e mjetit zbatohen edhe për përdoruesin. Në leje të komunikacionit regjistrohet edhe emri i pronarit.</p>	<p style="text-align: center;"><b>Article 49</b> <b>The vehicle owned by minors</b></p> <p>The vehicle which is owned by a child or minors is registered in the name of one parent, custodian, foster parent or the person authorized to use the vehicle. In this case, the legal provisions which are applicable to the owner of the vehicle are applicable as well to the user. The name of the owner is stated in the circulation permit.</p>	<p style="text-align: center;"><b>Član 49</b> <b>Vozilo u vlasništvu maloletnika</b></p> <p>Vozilo u vlasništvu deteta ili maloletnika, registruje se na ime jednog od roditelja, staratelja, roditelja usvojioca kao i na ime nosioca prava korišćenja vozila. U ovom slučaju, propisi koje važe za vlasnika vozila, važe i za korisnika. U saobraćajnoj dozvoli se registruje i ime vlasnika.</p>
<p style="text-align: center;"><b>Neni 50</b> <b>Mjeti në pronësi të personit të rritur qe nuk posedon patentë shofer</b></p> <p>Në rastin kur mjeti është në pronësi të personit të rritur i cili nuk posedon patentë shofer, pronari cakton(emëron) një përdorues të mjetit, dhe në këtë rast dispozitat ligjore të cilat vlejnë</p>	<p style="text-align: center;"><b>Article 50</b> <b>The vehicle owned by adult who does not possess a driver's license</b></p> <p>In the case of vehicles owned by an adult who does not possess a driver's license, the owner (appoints) a user for the vehicle and, in this case, the legal provisions that apply to the</p>	<p style="text-align: center;"><b>Član 50</b> <b>Vozilo u vlasništvu punoletne osebe koja nema vozačku dozvolu</b></p> <p>U slučaju kada vozilo je u vlasništvu odrasle osebe koja nema vozačku dozvolu, vlasnik postavlja (imenuje) jednog korisnika vozila a u tom slučaju, zakonske odredbe koje važe za</p>

<p>për pronarin e mjetit zbatohen edhe për përdoruesin. Në lejen e komunikacionit regjistrohet edhe emri i pronarit</p>	<p>owner also apply to the user. The name of the owner is stated in the circulation permit</p>	<p>vlasnika primenjuju se i na korisnika. U saobraćajnoj dozvoli se registruje i ime vlasnika.</p>
<p style="text-align: center;"><b>Neni 51</b> <b>Përjashtimet</b></p> <p>Dispozitat e nenit 49 dhe 50 të këtij ligji nuk vlejnë për moped dhe motoçikleta, kapaciteti i punës së motorit tek të cilat nuk është më i madh se 125 cm<sup>3</sup> dhe fuqia e motorit nuk është më shumë se deri në 11 kW si dhe proporcioni i fuqisë së motorit të mjetit me masën e mjetit nuk tejkalon 0.1 KW/kg; për triçiklet e kategorisë L5e tek të cilat fuqia e motorit nuk e kalon 15 kW të cilat janë në pronësinë e të miturit i cili e posedon patentë shoferin për kategorinë e mjetit në fjalë.</p>	<p style="text-align: center;"><b>Article 51</b> <b>Exemptions</b></p> <p>The provisions of article 49 and 50 of this law do not apply to mopeds and motorcycles whose engine capacity is no more than 125 cm<sup>3</sup> and engine power is no more than 11 kW, and the ratio of engine power to the vehicle mass does not exceed 0.1 kW/kg; for tricycles of category L5 in which the engine power does not exceed 15 kw which are owned by a juvenile who possesses a driving license for the category of the vehicle in question.</p>	<p style="text-align: center;"><b>Član 51</b> <b>Izuzeci</b></p> <p>Odredbe člana 49 i 50 ovog zakona ne važe za moped i motocikle čiji kapaciteta rada motore nije više od 125 cm<sup>3</sup> a snage motora nije veći od 11 kW, a odnos snage motora na masu vozila ne prelazi 0,1 kW/kg; za tricikl kategorije L5e u kome snaga motora ne prelazi 15 kW koji su u vlasništvu maloletnika koji ima vozačku dozvolu za kategoriju vozila u pitanju.</p>
<p style="text-align: center;"><b>Neni 52</b> <b>Përdorimi i mjetit</b></p> <p>Përdoruesi i mjetit ose bartësi i të drejtës së përdorimit të mjetit mund të jetë vetëm personi i cili posedon patentë shoferin valid për kategorinë e mjetit që përdoret.</p>	<p style="text-align: center;"><b>Article 52</b> <b>Use of vehicle</b></p> <p>The user of the vehicle or the holder of the right to vehicle usage can be only the person who possesses a valid driver's license for the vehicle category that is used.</p>	<p style="text-align: center;"><b>Član 52</b> <b>Korišćenje vozila</b></p> <p>Korisnik vozila ili nosilac prava korišćenja vozila može biti samo osoba koja ima važeću vozačku dozvolu izdatu za kategoriju vozila koja se koristi.</p>
<p style="text-align: center;"><b>Neni 53</b> <b>Përgjegjësia për regjistrim</b></p> <p>Mjetet i regjistron organi kompetent i Ministrisë së Punëve të Brendshme.</p>	<p style="text-align: center;"><b>Article 53</b> <b>Responsibility for registration</b></p> <p>Vehicles are registered by the competent body of the Ministry of Interior Affairs.</p>	<p style="text-align: center;"><b>Član 53</b> <b>Odgovornost za registraciju</b></p> <p>Vozila registruje nadležni organ Ministarstva unutrašnjih poslova.</p>



<p align="center"><b>Neni 54</b> <b>Kushtet për regjistrim</b></p>	<p align="center"><b>Article 54</b> <b>Conditions for registration</b></p>	<p align="center"><b>Član 54</b> <b>Uslovi za registraciju</b></p>
<p>1. Mjeti regjistrohet në bazë të kërkesës së pronarit, kërkesës duhet t'i bashkëngjiten:</p> <p>1.1. Dëshmia e origjinës dhe pronësisë së mjetit ose pjesëve të veçanta të instaluar (montuara), si shtesë (p.sh shasia,etj);</p> <p>1.2. Certifikata e përputhshmërisë ose miratimin për regjistrim, në rastin e mjetit për të cilin kërkohet certifikata ose pëlqimi në përputhje me këtë ligj;</p> <p>1.3. Dëshmia e kompletimit të sigurimit të obligueshëm të përgjegjësisë ndaj paleve të treta për mjetet, ndërsa për mjetet e transportit publik të udhëtarëve kërkohet edhe dëshmia e sigurimit të udhëtarëve;</p> <p>1.4. Dëshmia e gjendjes së rregullt teknike të mjetit, përveç mjeteve ku kontrollimin teknik nuk e kanë të obliguar. Dëshmia e kontrollit teknik të mjeteve është valide për 30 ditë.</p> <p>2. Përjashtimisht nga pika 1 e nenit të mëparshëm mund të regjistrohet mjeti historik.</p>	<p>1. The vehicle is registered based on a request by the owner, the request must be accompanied by:</p> <p>1.1. Testimony of origin and ownership of the vehicle or special installed parts (assembled) as addition (e.g. the chassis);</p> <p>1.2. The certificate of conformity or approval for registration, in the case of a vehicle which requires a certificate or consent pursuant to this law;</p> <p>1.3. Testimony of the completion of the obligatory insurance of responsibility on third parties for vehicles, whereas for public transport vehicles of passenger the certificate of traveler insurance is required as well;</p> <p>1.4. Testimony of the regular technical condition of the vehicle, except for vehicles to which technical check is not obligatory. Testimony of the technical check of vehicles is valid for 30 days.</p> <p>2. Exceptionally from paragraph 1 of the previous Article, a historic vehicle can be registered.</p>	<p>1. Vozilo se registruje na osnovu zahteva vlasnika, zahtevu treba priložiti sledeća dokumenta:</p> <p>1.1. Dokaz o poreklu i vlasništvu vozila ili pojedinih ugrađenih (montiranih) delova, kao dodatak (npr. šasija, itd);</p> <p>1.2. Potvrda o usklađenosti ili odobrenje za registraciju, u slučaju vozila za koja se zahteva potvrda ili odobrenje u skladu sa ovim zakonom;</p> <p>1.3. Dokaz o kompletiranju obaveznog osiguravanja odgovornosti prema trećim licima u vozilu, dok za vozila za prevoz putnika i dokaz o osiguravanju putnika;</p> <p>1.4. Dokaz o tehničkoj ispravnosti vozila, sem onih vozila koje ne podležu obaveznoj tehničkoj kontroli. Dokaz tehničkog pregleda važi 30 dana.</p> <p>2. Izuzetno od tačke 1. prethodnog člana, može se registrovati i istorijsko vozilo.</p>

<p style="text-align: center;"><b>Neni 55</b> <b>Certifikata për regjistrim dhe targat e regjistrimit</b></p> <p>1. Për mjetin e regjistruar lëshohet certifikata e regjistrimit dhe targat e regjistrimit, të cilat i lëshon organi kompetent për regjistrimin e mjetit.</p> <p>2. Përjashtimisht nga paragrafi 1. i këtij neni, për arsye të kryerjes së detyrave për zbulimin e kundërvajtjeve ose veprave penale dhe autorëve të tyre, automjeteve të veçanta të policisë dhe atyre të autoriteteve inteligjente të sigurisë së Republikës së Kosovës, institucioneve të caktuara apo individëve për çështje sigurie mund të lëshohen dy ose më tepër certifikata të regjistrimit dhe komplet targa regjistrimi, nëse kështu e përcakton Ministria kompetente për Punë të Brendshme.</p>	<p style="text-align: center;"><b>Article 55</b> <b>Traffic license and registration plates</b></p> <p>1. For a registered vehicle is issued a traffic license and registration plates, which are both issued by the competent body for registration of the vehicle.</p> <p>2. Exceptionally from paragraph 1 of this Article, due to the performance of duties to detect minor offenses or criminal offenses and their authors, individual vehicles of the police and those of the intelligent authorities of security in Republic of Kosovo, certain institutions or individuals for safety reasons are issued two or more circulation permits and complete registration plates if so determined by the competent Ministry of Internal Affairs.</p>	<p style="text-align: center;"><b>Član 55</b> <b>Uverenje o registraciji i registarske tablice</b></p> <p>1. Za registrovano vozilo izdaje se uverenje o registraciji i registarske tablice, koje se izdaju od strane ovlašćenog organa za registraciju vozila.</p> <p>2. Izuzetno od stava 1. ovog člana, zbog obavljanja dužnosti za otkrivanje prekršaja ili krivičnih dela i njihove počiniocce, pojedinačne vozila policije i onih iz inteligentnih organa bezbednosti na Reublika Kosovu, određene institucije ili pojedince za bezbednosne razloge se mogu izdaju dve ili više uverenja o registraciji i kompletne registarske tablice, ukoliko se ovako određuje od nadležnog ministarstva za unutrašnje poslove.</p>
<p style="text-align: center;"><b>Neni 56</b> <b>Lëshimi i certifikatës së regjistrimit të mjetit</b></p> <p>1. Certikata e regjistrimit të mjetit, koha e vlefshmërisë, lëshohen dhe ripërtërihen nga autoriteti kompetent i Ministrisë së Punëve të Brendshme.</p> <p>2. Për çdo ndryshim të të dhënave në lidhje me</p>	<p style="text-align: center;"><b>Article 56</b> <b>The issuance of the vehicle registration certificate</b></p> <p>1. The Vehicle registration certificate, the validity, are issued and renewed by the competent authority of the Ministry for Interior Affairs.</p> <p>2. For each change that causes a modification in</p>	<p style="text-align: center;"><b>Član 56</b> <b>Izdavanje uverenja o registraciji vozila</b></p> <p>1. Uverenje o registraciji vozila i rok važenja, izdaje i produžava se od strane nadležnog organa ministarstva unutrašnjih poslova.</p> <p>2. Za svaku nastalu promenu podataka vezana</p>

<p>regjistrimin e automjeteve (ndryshimet teknike, ndryshimi i pronarit, vendbanimit, etj) duhet që brenda tridhjetë (30) ditëve të njoftohet autoriteti kompetent për regjistrimin e automjeteve.</p> <p>3. Dënohet me gjobë nga dyqind (100) € pronari i mjetit i cili vepron në kundërshtim me dispozitat e këtij nenit.</p> <p>4. Dënohet me gjobë në vlerë prej një mijë (1000) € person juridik, i cili vepron në kundërshtim me dispozitat e këtij nenit.</p>	<p>the data of the circulation permit (e.g. technical changes, owner, and residence) must, within thirty (30) days, be reported to the competent authority for the vehicle registration.</p> <p>3. A fine of hundred (100) € is imposed on the owner of the vehicle who acts contrary to the provisions of this Article.</p> <p>4. A fine of one thousand (1.000) € is imposed on a legal or natural person who acts contrary to the provisions of this Article.</p>	<p>sa registracijom vozila (tehničke promene, promena vlasnika, mesta boravka, i sl.) mora da obavestiti u roku od trideset (30) dana nadležni organ za registraciju vozila.</p> <p>3. Novčanom kaznom od sto (100) € kažnjava se vlasnik vozila, koji postupa suprotno od odredba ovog člana.</p> <p>4. Novčanom kaznom od hiljadu (1.000) € se kažnjava pravno ili fizičko lice koji postupa suprotno od odredba ovog člana.</p>
<p><b>KAPITULLI VIII</b> <b>TARGAT E REGJISTRIMIT</b></p> <p style="text-align: center;"><b>Neni 57</b> <b>Obligimi i identifikimit</b></p>	<p><b>CHAPTER VIII</b> <b>REGISTRATION PLATES</b></p> <p style="text-align: center;"><b>Article 57</b> <b>The obligation of identification</b></p>	<p><b>POGLAVLJE VIII</b> <b>REGISTARSKJE TABLICE</b></p> <p style="text-align: center;"><b>Član 57</b> <b>Obaveza identifikacije</b></p>
<p>Mjetet në komunikacionin rrugor duhet të mbajnë dy targa të regjistrimit, përveç motoçikletës, mopedit, katërçikletave të lehta, katërçikletave, triçikletave me motor, mjeteve bashkëngjiteshe, traktorit dhe rimorkios të cilat lejohen të kenë një targë regjistrimi.</p>	<p>Vehicles in road traffic must bear two registration plates, except the motorcycle, moped, light quadricycles, engine tricycles, attached cars, tractors and trailers, which are allowed to have one registration plate.</p>	<p>Vozila u drumskom saobraćaju moraju držati dve registarske tablice, osim motocikla, mopeda, lakih četvorocikla, četvorocikla, motornih trocikala, priključnih vozila, traktora i prikolice koje se dozvole da imaju jednu registarsku tablicu.</p>
<p style="text-align: center;"><b>Neni 58</b> <b>Vendosja e targave të regjistrimit</b></p> <p>1. Targat e regjistrimit lëshohen për shënimin dhe identifikimin e mjetin.</p>	<p style="text-align: center;"><b>Article 58</b> <b>The placement of registration plates</b></p> <p>1. The registration plates are issued for marking and identification of the vehicle.</p>	<p style="text-align: center;"><b>Član 58</b> <b>Postavljanje registarskih tablica</b></p> <p>1. Registarske tablice se izdaju za označavanje i identifikaciju vozila.</p>

<p>2. Dënohet me gjobë nga pesëqind (500) €, shoferi i cili përdorë targat regjistruese të mjetit të cilat nuk i takojnë atij mjeti, dhe të njëjtat konfiskohen.</p>	<p>2. A fine of five hundred (500) € is imposed on a driver who uses registration plates of the vehicle that do not belong to that vehicle and the same shall be confiscated.</p>	<p>2. Novčanom kaznom od petsto (500) € se nameće na vozača koji koristi registarske tablice vozila koje ne pripadaju tom vozilu i iste će biti oduzeta.</p>
<p style="text-align: center;"><b>Neni 59</b> <b>Përmbajtja e targave të regjistrimit</b></p>	<p style="text-align: center;"><b>Article 59</b> <b>Content of the registration plates</b></p>	<p style="text-align: center;"><b>Član 59</b> <b>Sadržaj registarskih tablica</b></p>
<p>1. Targat e regjistrimit të mjetit nuk mundë të ndryshohen. Nuk lejohet që mjeti në komunikacionin rrugor të qarkulloj me targa të ndryshme nga ato që është regjistruar nga organin kompetent për regjistrimin e mjetit në Ministrinë e Punëve të Brendshme.</p>	<p>1. Registration plates of the vehicle cannot be changed. The vehicle in traffic is not allowed to circulate with plates other than those it was registered with by the competent body at the Ministry of Interior.</p>	<p>1. Registarske tablice za vozila se ne mogu izmeniti. Vozilu nije dozvoljeno da se kreće drumskim saobraćajem sa tablicama, osim onih koje su registrovane od strane nadležnog organa u ministarstvu unutrašnjih poslova.</p>
<p>2. Targat e regjistrimit duhet të jenë të vendosura në vendin e paraparë nga ana e prodhuesit të mjetit ashtu që të shihen dhe të lexohen mirë. Ato duhet të mos jenë të dëmtuara, të shtrembëruara, të mbuluara apo të veshura. Targat regjistruese duhet të përforcohen ashtu që të qëndrojnë në mënyrë permanente në vendin e duhur.</p>	<p>2. Registration plates must be placed where affixed in the spot determined by the manufacturer of the vehicle, so that they can be easily seen and read. They must not be damaged, distorted, covered or coated. Registration plates must be reinforced so that they can stay in permanent manner on the right place.</p>	<p>2. Registarske tablice moraju biti postavljene na mesto predviđenom od strane proizvođača vozila, tako da se mogu lako videti i pročitati. One ne smeju biti oštećene, iskrivljene, pokrivene ili obloženi. Registarske tablice moraju biti pričvršćena tako da ostanu stalno na propisnom mestu.</p>
<p>3. Dënohet me gjobë nga gjashtëdhjetë (60) €, shoferi i cili vepron në kundërshtim me dispozitat e këtij neni.</p>	<p>3. A fine of sixty (60) € is imposed on a driver who acts contrary to the provisions of this Article.</p>	<p>3. Novčana kazna od šezdeset (60) € se nameće na vozača koji deluje u suprotnosti sa odredbama ovog člana.</p>
<p>4. Forma dhe përmbajtja e targave të regjistrimit do të përcaktohet me akt të veçantë nga Ministria përgjegjëse për punë të brendshme.</p>	<p>4. The form and the content of the registration plates will be determined with a special act of the ministry responsible for interior affairs.</p>	<p>4. Oblik i sadržaj registarskih tablica će se odrediti posebnim aktom ministarstva nadležne za unutrašnje poslove.</p>

<p style="text-align: center;"><b>Neni 60</b> <b>Ndërrimi i targave të regjistrimit</b></p> <p>1. Pronari i mjetit duhet t'i ndërroj targat e regjistrimit me të reja nëse njëra nga targat i ka humbur, dëmtuar, shkatërruar, amortizuar deri në atë masë që bëhet e papërdorshme.</p> <p>2. Dënohet me gjobë nga njëqind (100) € personi i cili vepron në kundërshtim me paragrafin I të këtij neni.</p>	<p style="text-align: center;"><b>Article 60</b> <b>Replacement of the registration plates</b></p> <p>1. The owner of the vehicle must change the plate and get a new one if one of them has been lost, damaged, broken, gotten old, and demolished to the extent that it becomes unusable.</p> <p>2. A fine of one hundred (100) € is imposed on the individual who acts contrary to the paragraph I of this Article.</p>	<p style="text-align: center;"><b>Član 60</b> <b>Zamena registarskih tablica</b></p> <p>1. Vlasnik vozila dužan je zameniti registarske tablice ukoliko jeda od njih se izgubi, ošteti, uništi ili amortizuje do te mere da postaje neupotrebljiva.</p> <p>2. Novčanom kaznom od sto (100) € se nameće osobi koja postupa u suprotnosti sa stavom I. ovog člana.</p>
<p style="text-align: center;"><b>Neni 61</b> <b>Ç lajmërimi i mjetit</b></p> <p>1. Pronari i mjetit të regjistruar mund të ç 'lajmëroj mjetin me vetë dëshirë tek organi kompetent për regjistrimin e mjetit në Ministrinë e Punëve të Brendshme si dhe i dorëzon targat e mjetit i cili ç 'lajmërohet</p> <p>2. Pronari i mjetit të regjistruar duhet ta ç 'lajmëroj mjetin te organi kompetent për regjistrimin e mjetit në Ministrinë e Punëve të Brendshme dhe ti dorëzoj targat e regjistrimit nëse:</p> <p>2.1. Mjeti është i shkatërruar;</p> <p>2.2. Nëse mjeti do të regjistrohet në shtetin</p>	<p style="text-align: center;"><b>Article 61</b> <b>De-registration of the vehicle</b></p> <p>1. The owner of the registered vehicle can deregister his vehicle by his own will at the competent body for vehicle registration at the Ministry of Interior, and delivers the number plates of vehicle which de-register.</p> <p>2. The owner of the registered vehicle must de-register the vehicle at the competent body for vehicle registration in the Ministry of Interior and must deliver the registration plates if:</p> <p>2.1. The vehicle is destroyed;</p> <p>2.2. The vehicle will be registered in another</p>	<p style="text-align: center;"><b>Član 61</b> <b>Odjava vozila</b></p> <p>1. Vlasnik registrovanog vozila može odjaviti svoje vozilo svojom voljom kod nadležnog organa za registraciju vozila u Ministarstvu unutrašnjih poslova kao i dostavlja tablice vozila koja će se odjaviti.</p> <p>2. Vlasnik registrovanog vozila mora da odjavi vozilo kod nadležnog ovlašćenog organa za registraciju u ministarstvu unutrašnjih poslova i da dostavi registarske tablice, ukoliko:</p> <p>2.1. Vozilo je uništeno;</p> <p>2.2. Ukoliko vozilo će se registrovati u neku</p>

<p>tjetër për arsye të shpërnguljes apo ndonjë shkaku tjetër;</p> <p>2.3. Vlefshmëria e certifikatës për regjistrimin e mjetit i ka skaduar për më tepër më tepër se një vit për motoçikleta, moped, katërçikleta të lehta, katërçikletat, triçiklet të lehta, triçikleta, rimorkio banimi ose mjeteve muzeore.</p> <p>3. Dënohet me gjobë nga dyzet e pesë (45) deri nëqind e tridhjetë (130) € individit i cili vepron në kundërshtim me paragrafin 2. të këtij neni. Me gjobë prej dyqind (200) deri nëqind (500) € dënohet personi juridik apo fizik i cili vepron në kundërshtim me paragrafin 2. të këtij neni, ndërsa personi përgjegjës dënohet me vlerë prej njëqind e pesëdhjetë (150) €.</p> <p style="text-align: center;"><b>Neni 62</b> <b>Dorëzimi i targave</b></p>	<p>state due to the owner moving or for other reasons;</p> <p>2.3. The validity of the circulation permit has expired more than 1 year for motorcycles, mopeds, light quadricycles, quadricycles, light tricycles, tricycles, trailer homes or historic vehicle.</p> <p>3. A fine of forty five (45) € up to one hundred e thirty (130) € is imposed on an individual who acts contrary to paragraphs 2. of this Article. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal or physical person who acts contrary to paragraph 2. of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible.</p> <p style="text-align: center;"><b>Article 62</b> <b>Delivery of registration plates</b></p>	<p>drugu državu zbog premeštaja vlasnika ili iz drugih razloga;</p> <p>2.3. Važnost uverenja o registraciji vozila je istekao više od 1 godina za motocikle, mopede, laka četvorocikla, četvorocikla, lakih tricikli, tricikli, kamp kućica kao prikolica ili istorijskih vozila.</p> <p>3. Novčanom kaznom od četrdeset pet (45) € do sto trideset (130) € se izriče pojedincu koji postupa u suprotnosti sa stavom 2. ovog člana. Novčanom kaznom od dvesta (200) € do petsto (500) € se kažnjava pravno ili fizičko lice koje postupa u suprotnosti sa stavom 2. ovog člana, dok odgovorno lice se kažnjava novčanom kaznom od sto pedeset (150) €.</p> <p style="text-align: center;"><b>Član 62</b> <b>Izručenje tablice</b></p>
<p>Pronari i targave regjistruese të mjetit nuk është i obliguar të dorëzoj targat regjistruese nëse mjete është dhuruar dhe si i tillë regjistrohet me të njëjtat targa regjistruese dhe në emër të pronari të ri.</p> <p style="text-align: center;"><b>Neni 63</b> <b>Ndërrimi i pronësisë</b></p> <p>1. Ç' lajmërimi i mjetit për shkak të ndërrimit të</p>	<p>The owner of the vehicle is not obliged to hand over the registration a plate if the vehicle has been donated and, as such, is registered with the same registration plates and in the name of the new owner.</p> <p style="text-align: center;"><b>Article 63</b> <b>De-registration of the vehicle</b></p> <p>1. The deregistration of the vehicle due to the</p>	<p>Vlasnik registrovanih tablica vozila nije obavezan da preda registrovane tablice ako je vozilo poklonjeno i kao takvo, se registruje sa istim registarskim tablicama i u ime novog vlasnika.</p> <p style="text-align: center;"><b>Član 63</b> <b>Odjava vozila</b></p> <p>1. Vozilo se može odjaviti usled promene</p>

<p>pronarit është i mundur vetëm nëse në të njëjtën kohë regjistrohet pronari i ri i mjetit në evidencë.</p> <p>2. Gjatë bartjes së pronësisë, pronari i ri e regjistron mjetin në emër të tij në afatin kohor prej pesëmbëdhjetë (15) ditësh nga data e blerjes së mjetit.</p> <p>3. Dënohet me gjobë në vlerë prej dyzet e pese (45) deri njëqind e tridhjetë (130) € individ i cili vepron në kundërshtim me paragrafin 2 të këtij neni. Me gjobë prej dy qind (200) deri pesëqind (500) € dënohet personi juridik apo fizik i cili vepron në kundërshtim me rregullat e këtij neni, ndërsa personi përgjegjës dënohet me vlerë prej një qind e pesëdhjetë (150) €.</p> <p>4. Dënohet me gjobë në vlerë dyqind (200) deri në pesëqind (500) € personi juridik ose fizik i cili vepron në kundërshtim me këtë neni, ndërsa personi përgjegjës dënohet në vlerë prej njëqind e pesëdhjetë (150) €.</p> <p style="text-align: center;"><b>Neni 64</b> <b>Ruajtja e targave të regjistrimit</b></p> <p>Organi kompetent për regjistrimin e mjetit në Ministrinë e Punëve të Brendshme i ruan targat e regjistrimit të dorëzuara një vit nga data e dorëzimit. Nëse deri në këtë afat kohor me këto targa regjistrimi nuk është regjistruar i njëjti</p>	<p>replacement of owner is possible only if, at the same time, the new owner of the vehicle is registered.</p> <p>2. During the transfer of ownership, the new owner does not register the vehicle in his name; he must do this within fifteen (15) days upon the date of purchase.</p> <p>3. A fine of forty five (45) € up to one hundred and thirty (130) € is imposed on the individual who acts contrary to paragraphs 2 of this Article. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal or physical person who acts contrary to the rules of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible.</p> <p>4. A fine of two hundred (200) € up to five hundred (500) € is imposed on the legal or physical person who acts contrary to this Article, and a fine of one hundred and fifty (150)€ is imposed on the person responsible.</p> <p style="text-align: center;"><b>Article 64</b> <b>The storage of registration plates</b></p> <p>The competent body for vehicle's registration at the Ministry of Interior keeps the registration plates delivered one year from the delivery date. If at this time limit with these registration plates is not registered the same vehicle, then these</p>	<p>vlasnika jedino ako se istovremeno se registruje novi vlasnik vozila u evidenciji.</p> <p>2. Tokom prenosa vlasništva, novi vlasnik registruje vozilo u svoje ime; mora to učiniti u roku od petnaest (15) dana od dana kupovine.</p> <p>3. Novčanom kaznom od četrdeset pet (45) € do sto trideset (130) € se kažnjava pojedinac koji deluje u suprotnosti sa stavovima 2. ovog člana. Novčanom kaznom od dvesta (200) € do petsto (500) € kažnjava se pravno ili fizičko lice koje postupa u suprotnosti sa pravilima ovog člana, dok odgovorno lice se kažnjava novčanom kaznom od sto i pedeset (150) €.</p> <p>4. Novčanom kaznom od dvesta (200) € do petsto (500) € se kažnjava pravno ili fizičko lice koje postupa u suprotnosti sa ovog člana, dok odgovorno lice se kažnjava u iznosu od sto pedeset (150) €.</p> <p style="text-align: center;"><b>Član 64</b> <b>Čuvanje registarskih tablica</b></p> <p>Nadležni organ za registraciju vozila u ministarstvu unutrašnjih poslova čuva predate registarske tablice godinu dana od dana predaje. Ukoliko isto vozilo ne registruje se istim registarskim tablicama u navedenom roku, onda</p>
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<p>mjet, atëherë këto targa asgjësohen.</p> <p style="text-align: center;"><b>Neni 65</b></p> <p><b>Detyrat e pronarit të mjetit jashtë përdorimit</b></p> <p>1. Pronari i mjetit të papërdorshëm (shkatërruar) sipas rregullave për mbrojtjen e mjedisit duhet të ç'lajmëroj mjetin dhe të paraqes dëshminë e asgjësimit të tij siç është e përcaktuar me rregullat e mbrojtjes së mjedisit. Këtë të dhënë autoriteti regjistrues e evidenton në regjistrin e mjeteve.</p> <p>2. Pronari i mjetit i cili nuk është i përdorshëm sipas rregullave për mbrojtjen në mjedisit duhet që pas ç'lajmërimit të mjetit të japë deklaratë për lokacionin e mjetit, te autoriteti regjistrues i cili e evidenton në regjistrin e mjeteve. Mjeti i evidentuar duhet të qëndroj në lokacionin e cekur në deklaratë, pronari i mjetit duhet që për secilin ndryshim në lidhje me mjetin, të lajmëroj autoritetin regjistrues në afatin kohor prej 30 ditësh.</p> <p>3. Dënohet me gjobë nga katër dhjetë (40) € individ i cili vepron në kundërshtim me paragrafin 2. të këtij neni.</p> <p>4. Dënohet me gjobë nga dyqind (200) deri në pesëqind (500) € personi juridik, i cili vepron në kundërshtim me paragrafin 2. të këtij neni, ndërsa personi përgjegjës dënohet me gjobe nga njëqind e pesëdhjetë (150) €.</p>	<p>plates are destroyed.</p> <p style="text-align: center;"><b>Article 65</b></p> <p><b>Duties of the owner of the vehicle out of use</b></p> <p>1. The owner of an unusable vehicle, pursuant to the rules on environment protection, must deregister the vehicle and submit testimony of its destruction, as required by the environment protection rules. The registering authority notes this information on the register of vehicles.</p> <p>2. The owner of the vehicle that is not amortized, according to the environment protection rules, after deregistering the vehicle, must issue a statement with information on the location of the vehicle, at the registration authority which identifies in the register of vehicles. The identified vehicle in question shall remain in the location noted on the statement, and the registering authority must be informed within 30 days.</p> <p>3. A fine of forty (40) € is imposed on an individual who acts contrary to the paragraph 2. of this article</p> <p>4. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal who acts contrary to paragraph 2. of this Article, and a fine of one hundred and fifty (150) € is imposed on the person responsible.</p>	<p>tablice se unište.</p> <p style="text-align: center;"><b>Član 65</b></p> <p><b>Obaveze vlasnika vozila van upotrebe</b></p> <p>1. Vlasnik nekorisćenog (uništenog) vozila, prema propisima o zaštiti životne sredine, dužan je da odjavi vozilo i dostaviti dokaze kako je utvrđeno pravilima o zaštiti sredine. Ovaj podatak, organ za registraciju unese u registar vozila.</p> <p>2. Vlasnik vozila koje se ne koristi prema propisima o zaštiti sredine treba da nakon odjave vozila daje izjavu o mestu vozila kod organa za registraciju koji unosi to u registar vozila. Vozilo evidentirano mora stajati na mestu navedenom u izjavi, vlasnik vozila treba da za svaku izmenu vezano za vozilo, obavesti organa za registraciju u roku od 30 dana.</p> <p>3. Novčanom kaznom od četrdeset (40) € se nameće pojedincu koji postupa u suprotnosti sa stavom 2. ovog člana</p> <p>4. Novčanom kaznom od dvesta (200) € do petsto (500) € se nameće pravnom, koji postupa u suprotnosti sa stavom 2. ovog člana, a odgovorno lice kazni će se stotinu i pedeset (150) €.</p>
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<p><b>KAPITULLI VIII MJETET NË GJENDJE TË RREGULLT TEKNIKE</b></p> <p style="text-align: center;"><b>Neni 66</b> <b>Mjetet në gjendje të rregullt teknike</b></p> <p>Mjeti në komunikacionin rrugor nuk duhet të ketë të meta/mangësi teknike, duhet ti ketë pajisjet e përcaktuara vepruese dhe sistemet përbërëse pa mangësi funksionale dhe ti plotësoj kërkesat e përcaktuara të sigurisë dhe të mbrojtjes së ambientit.</p> <p style="text-align: center;"><b>Neni 67</b> <b>Mjetet e regjistruar jashtë vendit</b></p> <p>Mjetet e regjistruara jashtë vendit mund të qarkullojnë në komunikacionin rrugor të Republikës së Kosovës nëse janë në gjendjen e duhur teknike, ti kenë specifikat e kërkuara teknike dhe sistemet funksionale të cilat janë të përcaktuara me konventën ndërkombëtare të komunikacionit rrugor.</p> <p style="text-align: center;"><b>Neni 68</b> <b>Vërtetim i rregullsisë teknike</b></p> <p>1. Gjendja e rregullt teknike e mjetit vërtetohet me kontrollimet teknike dhe me inspektim në rrugë kur është pjesëmarrës në komunikacionin</p>	<p><b>CHAPTER VIII VEHICLES IN REGULAR TECHNICAL CONDITION</b></p> <p style="text-align: center;"><b>Article 66</b> <b>Vehicles in regular technical condition</b></p> <p>The vehicle in traffic must have no technical defects/deficiencies, meaning it must have the required operational equipment and flawless component systems, and it must fulfill the required security and environment protection standards.</p> <p style="text-align: center;"><b>Article 67</b> <b>Vehicles registered abroad</b></p> <p>Vehicles registered outside the country can circulate in road traffic in the Republic of Kosovo if they are in proper technical condition, have the required technical specifications and functional systems, as defined by the international convention on road traffic.</p> <p style="text-align: center;"><b>Article 68</b> <b>Certification of technical regularity</b></p> <p>1. The regular technical condition of a vehicle is asserted by means of technical inspections and by the inspection on the road when participates</p>	<p><b>POGLAVLJE VIII VOZILA U ISPRAVNOM TEHNIČKOM STANJU</b></p> <p style="text-align: center;"><b>Član 66</b> <b>Vozila u ispravnom tehničkom stanju</b></p> <p>Vozilo u drumskom saobraćaju ne treba imati nikakve tehničke nedostatke, što znači da mora da ima određenu operativnu opremu i sastavne sisteme bez funkcionalne nedostatke, i da ispuni određene bezbednosne zahteve i one za zaštitu životne sredine.</p> <p style="text-align: center;"><b>Član 67</b> <b>Vozila registrovana u inostranstvu</b></p> <p>Vozila registrovana u inostranstvu mogu se kretati u drumskom saobraćaju Republike Kosovo ukoliko ako su u ispravnom tehničkom stanju, inati i zahtevane tehničke specifikacije i funkcionalne sisteme koji su utvrđeni međunarodnom konvencijom drumskog saobraćaja.</p> <p style="text-align: center;"><b>Član 68</b> <b>Potvrda tehničke ispravnosti</b></p> <p>1. Tehničko stanje vozila utvrđuje se tehničkim pregledom i inspekcijom na putu kada je učesnik u drumskom saobraćaju.</p>
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<p>rrugor.</p> <p>2. Kushtet të cilat duhet ti plotësojnë mjetet për pjesëmarrja në komunikacion do të përcaktohen me akt të veçantë nënligjor.</p> <p style="text-align: center;"><b>Neni 69</b> <b>Mirëmbajtja, riparimi i mjeteve dhe instalimi (montimi) i pjesëve të miratuara</b></p> <p>1. Personat juridik, ose fizik të cilët prodhojnë, riparojnë, përpunojnë, mirëmbajnë, tregtojnë me mjete, sisteme dhe pjesë rezervë të mjeteve ose sisteme të veçanta për mjete duhet që të sigurojnë profesionalizmin e duhur dhe cilësi të punës duke marrë parasysh të gjitha rregulloret të cilat garantojnë sigurinë e mjeteve në komunikacionin rrugor.</p> <p>2. Në mjete mund të vendosen vetëm pajisjet e miratuara, nëse për to kërkohet miratimi.</p> <p>3. Dënohet me gjobë nga katër qind (400) € individ i cili vepron në kundërshtim me paragrafin 1. dhe 2. të këtij neni.</p> <p>4. Dënohet me gjobë nga katër mijë (4000) € personi juridik, ose fizik i cili vepron në mënyrë të pavarur në kundërshtim me paragrafin 1 dhe 2 të këtij neni, ndërsa personi përgjegjës dënohet në vlerë prej katërqind (400) €.</p>	<p>in traffic.</p> <p>2. The conditions on the fulfillment of the vehicle for participating on the traffic will be determined by a special sub-legal act.</p> <p style="text-align: center;"><b>Article 69</b> <b>The maintenance vehicle repair, and the installation(mounting) of approved parts</b></p> <p>1. Legal or physical persons who produce, repair, process, maintain, and do business with vehicles, systems and spare parts of vehicles or special vehicle systems, must abide by required standards of professionalism and quality of work bearing in mind all the regulations that guarantee the safety of vehicles in road traffic.</p> <p>2. Only approved equipment can be affixed on vehicles, if approval is required for them.</p> <p>3. A fine of four hundred (400) € is imposed on an individual who acts contrary to paragraphs 1 and 2 of this Article.</p> <p>4. A fine of four thousand (4,000) € is imposed on a legal or physical person (acting independently) if he acts contrary to paragraphs 1 and 2 of this Article, and a fine of four hundred (400) € is imposed on the person responsible.</p>	<p>2. Uslove koje treba ispuniti vozila za učešće na saobraćaju će se odrediti posebnim podzakonskim aktom.</p> <p style="text-align: center;"><b>Član 69</b> <b>Održavanje, popravljanje i ugradnja (montiranje) odobrenih delova</b></p> <p>1. Pravna ili fizička lica koja proizvode, poprave, obrade, održavaju i trguju sa vozilima, sistemima i rezervnih delova vozila ili posebnim sistemima vozila, moraju da obezbede potrebni profesionalizam i kvalitet rada imajući u vidu sve uredbe koje garantuju bezbednost vozila u drumskom saobraćaju.</p> <p>2. Na vozila se mogu postaviti samo odobrena oprema, da li će tražiti odobrenje.</p> <p>3. Novčanom kaznom od četiristo (400) € za pojedinca koji postupa u suprotnosti sa stavovima 1. i 2. ovog člana.</p> <p>4. Novčanom kaznom od četiri hiljade (4.000) € pravno ili fizičko lice koje deluje nezavisno u suprotnosti sa stavovima 1. i 2. ovog člana, a odgovorno lice se kažnjava sa četiri stotine (400) €.</p>
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<p>5. Procedurat nga paragrafi 1. i këtij neni do të rregullohet nga Ministria me akt të veçantë nënligjor.</p> <p style="text-align: center;"><b>Neni 70</b> <b>Mjetet e veçanta të transportit</b></p> <p>1. Mjetet e veçanta të transportit mund të marrin pjesë në komunikacionin rrugor nëse janë prodhuar, pajisur, shenjëzuar, kontrolluar dhe nëse janë të pajisura me certifikatën valide në përputhshmëri me rregullat ose marrëveshjen ndërkombëtare për transportin rrugor të mallrave të llojeve të veçanta.</p> <p>2. Dënohet me gjobë nga katërqind (400) € shoferi i cili vepron në kundërshtim me paragrafin e mësipërm për pajisje, shenjëzim dhe kontrollim të mjetit.</p> <p>3. Dënohet me gjobë në vlerë prej katërmijë (4000) € personi juridik, ose fizik i cili vepron në kundërshtim me paragrafin 1 të këtij neni, ndërsa personi përgjegjës dënohet në vlerë prej katërqind (400) €.</p>	<p>5. The procedure from paragraph 1 of this article will be determined from Ministry by sub-legal act.</p> <p style="text-align: center;"><b>Article 70</b> <b>Special transport vehicles</b></p> <p>1. Special vehicles of transport can participate in road traffic if they are built, equipped, marked, checked and if they are equipped with a valid certificate in compliance with the rules or respective agreement on the transportation of special kinds of merchandise.</p> <p>2. A fine of four hundred (400) € is imposed on a driver who acts contrary to the previous paragraph regarding equipment, marking, and technical inspection of the vehicle.</p> <p>3. A fine of four thousand (4.000) € is imposed on a legal or physical person who acts contrary to paragraph 1 of this Article, while a fine of four hundred (400) € is imposed on the person responsible.</p>	<p>5. Postupak iz stava 1 ovog člana utvrdiće se posebnim od Ministarstva podzakonskim aktom.</p> <p style="text-align: center;"><b>Član 70</b> <b>Posebna prevozna vozila</b></p> <p>1. Posebna prevozna vozila mogu učestvovati u drumskom saobraćaju ako je proizvedeno, opremljeno, označeno, pregledano i opremljeno važećom potvrdom o usklađenosti sa pravilima ili važećim međunarodnim sporazumom o drumskom prevozu posebne vrste robe.</p> <p>2. Novčanom kaznom od četiristo (400) € se kažnjava vozač koji postupa u suprotnosti sa prethodnim stavom u vezi opreme, obeležavanja i pregleda vozila.</p> <p>3. Novčanom kaznom od četiri hiljade (4.000) € se kažnjava pravno ili fizičko lice koje postupa u suprotnosti sa stavom 1. ovog člana, dok novčanom kaznom od četiristo (400) € se kažnjava odgovorno lice.</p>
<p style="text-align: center;"><b>Neni 71</b> <b>Mjeti për transportin grupor të fëmijëve</b></p> <p>1. Mjeti për transportin grupor të fëmijëve duhet përveç kërkesave të përgjithshme për mjete të</p>	<p style="text-align: center;"><b>Article 71</b> <b>Vehicle for group transport of children</b></p> <p>1. A vehicle that transports groups of children must, besides the general vehicle requirements</p>	<p style="text-align: center;"><b>Član 71</b> <b>Vozila za grupni prevoz dece</b></p> <p>1. Vozilo kojim se prevoze grupe dece mora, pored opštih uslova vozila predviđenim ovim</p>

<p>përcaktuara në këtë ligj dhe legjislacionin që rregullon fushën e transportit, të plotësoi edhe kërkesat e veçanta teknike me të cilat garantohet siguria e fëmijëve.</p> <p>2. Dënohet me gjobë nga dyqind e pesëdhjetë (250) € shoferi i cili e përdorë mjetin në kundërshtim me paragrafin 1. të këtij neni.</p> <p>3. Dënohet me gjobë nga dy mijë (2.000) € personi juridik i cili vepron në kundërshtim me paragrafin 1. të këtij neni, ndërsa personi përgjegjës dënohet në vlerë prej dyqind e pesëdhjetë (250) €.</p>	<p>foreseen by this law and legislation that regulates the field of transport, fulfill special technical requirements ensuring the safety of children,</p> <p>2. A fine of two hundred and fifty (250) € is imposed on a driver who uses the vehicle contrary to paragraph 1. of this Article.</p> <p>3. A fine of two thousand (2.000) € is imposed on a legal who uses the vehicle contrary to paragraph 1. of this Article, and a fine of two hundred and fifty (250) € is imposed on the person responsible.</p>	<p>zakonom i zakonodavstvo koje reguliše oblast saobraćaja, ispunjavaju posebne tehničke uslove za bezbednost dece.</p> <p>2. Novčanom kaznom od dve stotine i pedeset (250) € se kažnjava vozač koji koristi vozilo i suprotnosti sa stavom 1. ovog člana.</p> <p>3. Novčanom kaznom od dve hiljade (2.000) € se kažnjava pravno lice koji postupa suprotno sa stavom 1. ovog člana, kao i novčanom kaznom od dvesta i pedeset (250) € se kažnjava odgovorno lice.</p>
<p style="text-align: center;"><b>Neni 72</b> <b>Traktorët të cilët nuk qarkullojnë në komunikacionin rrugor</b></p> <p>Ministria përcakton rregullat për pjesëmarrje në komunikacionin rrugor për traktorët që veprojnë në bujqësi dhe pylltari si dhe pjesët dhe pajisjet e obliguara dhe çështjet tjera lidhur me to.</p>	<p style="text-align: center;"><b>Article 72</b> <b>Tractors that do not circulate in road traffic</b></p> <p>The Ministry determines the rules of participation in road traffic for tractors operating in agriculture and forestry, as well as for the obligatory equipment and related matters.</p>	<p style="text-align: center;"><b>Član 72</b> <b>Traktori koji se ne kreću drumskom saobraćaju</b></p> <p>Ministarstvo određuje pravila učešća u drumskom saobraćaju za traktore koji rade u poljoprivredi i šumarstvu, kao i za obaveznu opremu i drugim srodnim pitanjima.</p>
<p style="text-align: center;"><b>Neni 73</b> <b>Kontrollimi teknik i mjeteve</b></p> <p>1. Verifikimi i gjendjes teknike të mjeteve pjesëmarrëse në komunikacionin rrugor bëhet përmes kontroleve teknike, procedurë në të cilën subjekti juridik për kontrollim teknik</p>	<p style="text-align: center;"><b>Article 73</b> <b>Technical control of Vehicles</b></p> <p>1. The verification of the technical condition of vehicles in road traffic is performed through technical inspections, procedure in which the legal entity in charge of the technical</p>	<p style="text-align: center;"><b>Član 73</b> <b>Tehnički pregled vozila</b></p> <p>1. Proveru tehničkog stanja vozila koja učestvuju u drumskom saobraćaju vrši se putem tehničkih pregleda, postupak u kojem pravno lice za tehnički pregled procenjuje podatke</p>

<p>vlerëson të dhënat e mjetit, gjendjen e pjesëve, sistemeve dhe pajisjeve të mjetit dhe plotësimin e kërkesave tjera për mjetin, të përcaktuara me këtë ligj dhe rregullat e lëshuara në bazë të tij.</p> <p>2. Subjektet e autorizuar për kontrollim teknik me rastin e kontrollimit teknik të mjeteve janë të obliguara të bëjnë evidentimin e kilometrave të kaluara të mjetit-leximin e odometrit.</p> <p>3. Dënohet me gjobë në shumë prej dhjetë mijë (10000) euro subjekti ose personi i cili e ndryshon numrin e kilometrave të kaluara të mjetit, me gjobë në shumë prej një mijë (1000) euro personi pranë subjektit për kontrollim teknik i cili nuk e regjistron kilometrat e kaluara.</p>	<p>examination evaluates the vehicle data, the condition of the parts, systems and vehicle equipment and the fulfillment of other requirements for the vehicle as determined by this law and the rules issued pursuant to it.</p> <p>2. The entities authorized for technical control in case of technical control of vehicles are obliged to identify the kilometers driven of the vehicle –odometer reading.</p> <p>3. A fine of ten thousand (10000) is imposed on the entity or individual who changes the number of the passed kilometers of the vehicle, while a fine of one thousand (1000) is imposed on the person at the technical control entity who not registers the past kilometers.</p>	<p>vozila, stanje delova, sistema i opreme vozila kao i ispunjavanje drugih uslova za vozila kao što je određeno ovim zakonom i pravilima izdate u skladu sa istim.</p> <p>2. Ovlašćena lica za tehnički pregled u slučaju tehničkog pregleda vozila dužni su da vrše evidenciju kilometara pređenih od vozila-čitanje odometra.</p> <p>3. Novčanom kaznom od deset hiljada (10.000) € se kažnjava lice ili osoba koja menja broj pređenih kilometara vozila, dok novčanom kaznom od hiljadu (1.000) € se kažnjava osoba u okviru lica koje vrši tehnički pregled koji nisu registruje pređene kilometre.</p>
<p style="text-align: center;"><b>Neni 74</b> <b>Llojet e kontrolleve teknike</b></p>	<p style="text-align: center;"><b>Article 74</b> <b>Types of technical controls</b></p>	<p style="text-align: center;"><b>Član 74</b> <b>Vrste tehničkih pregleda</b></p>
<p>1. Llojet e kontrolleve teknike janë:</p> <p>1.1. Kontrollimi teknik periodik dhe</p> <p>1.2. Kontrollimi teknik i jashtëzakonshëm.</p>	<p>1. Types of technical controls are:</p> <p>1.1. Periodic technical control and</p> <p>1.2. Extraordinary technical control.</p>	<p>1. Vrste tehničkih pregleda su:</p> <p>1.1. Periodični tehnički pregled i</p> <p>1.2. Vanredni tehnički pregled.</p>
<p style="text-align: center;"><b>Neni 75</b> <b>Kontrollimi teknik i jashtëzakonshëm</b></p>	<p style="text-align: center;"><b>Article 75</b> <b>Extraordinary technical control</b></p>	<p style="text-align: center;"><b>Član 75</b> <b>Vanredni tehnički pregled</b></p>
<p>1. Në kontrollim të jashtëzakonshëm dërgohet:</p>	<p>1. On the extraordinary technical inspection</p>	<p>1. Na vanrednom tehničkom pregledu se</p>

<p>1.1. mjeti pas aksidentit i cili ndikon në sigurinë e pjesëve përbërëse të mjetit, si rrotat, zonat e deformuara, sistemet e airbag, timonin ose frenat;</p> <p>1.2.mjeti në rastet kur sistemet e sigurisë dhe mjedisit dhe pjesët përbërëse të mjetit janë ndryshuar apo modifikuar;</p> <p>1.3. në rastet kur rrezikohet siguria në rrugë.</p> <p>2. Kontrollimi i jashtëzakonshëm nuk ndikon në afatet e realizimit të kontrollimit teknik të rregullt / periodik..</p> <p>3. Nëse në kontroll teknike të jashtëzakonshme mjeti është në gjendje të rregullt teknike, shpenzimet e kontrollit i heqë urdhërdhënësi.</p> <p>4. Dënohet me gjobë nga treqind e pesëdhjetë (350) € shoferi i cili nuk e dërgon mjetin në kontrollim teknik të jashtëzakonshëm.</p> <p style="text-align: center;"><b>Neni 76</b> <b>Kontrollimi teknik periodik</b></p>	<p>shall send:</p> <p>1.1. the vehicle after an accident affecting the main safety-related components of the vehicle, such as wheels, suspension, deformation zones, airbag systems, steering or brakes;</p> <p>1.2. the vehicle when the safety and environmental systems and components of the vehicle have been altered or modified;</p> <p>1.3. in cases where road safety is affected.</p> <p>2. The extraordinary examination does not affect the deadlines for regular/periodic technical inspection.</p> <p>3. If the technical control of jashtëzakonshmemjeti is in good technical condition, control costs remit payee.</p> <p>4. A fine of one three hundred and fifty (350) € is imposed on a driver who fails to take his vehicle for an extraordinary technical examination.</p> <p style="text-align: center;"><b>Article 76</b> <b>Periodic technical inspection</b></p>	<p>pošalje:</p> <p>1.1. vozilo nakon nesreće koja utiče na bezbednost sastavnih delova vozila, kao što su točkovi, zone deformacija, sistema vazдушnih jastuka, volan ili kočnice;</p> <p>1.2. vozilo kada sistemi bezbednosti i za zaštitu životne sredine i sastavni delovi vozila su izmenjeni ili modifikovani;</p> <p>1.3. u slučajevima kada pretil opasnost na putu.</p> <p>2. Vanredni pregled ne utiče na rok redovnog/periodičnog tehničkog pregleda.</p> <p>3. Ako je tehnička kontrola jashtezakonshmemjeti je u dobrom tehničkom stanju, troškovi kontrole osloboditi platilac.</p> <p>4. Novčanom kaznom od tri stotine i pedeset (350) € se kažnjava vozač koji ne pošalje svoje vozilo na vanredni tehnički pregled.</p> <p style="text-align: center;"><b>Član 76</b> <b>Periodični tehnički pregled</b></p>
<p>1. Kontrollimi teknik periodik realizohet 1 (një) vit pas kontrollimit të parë për;</p>	<p>1. Periodic technical inspection is performed 1 (once) a year following the first inspection for:</p>	<p>1. Periodični tehnički pregled vrši se po isteku roka od 1 (jedne) godine nakon prvoga pregleda</p>

<p>1.1. Mjetet e transportit, koka tërheqëse dhe mjetet bashkëngjiteshe;</p> <p>1.2. Mjetet për transportin e materieve të rrezikshme të cilat duhet të jenë në harmonizim me rregullat dhe të shenjëzuara në mënyrë të veçantë;</p> <p>1.3. Mjetet e punës;</p> <p>1.4. Autobusë;</p> <p>1.5. Mjetet bashkëngjiteshe përveç rimorkios së lehtë banimi, rimorkio e traktorit, rimorkio të veçanta për bartjen e barkave, kuajve sportiv, hidro motoçikletave dhe pajisjeve tjera për sport dhe rekreacion tek të cilat masa më e madhe e lejuar e rimorkios e kalon masën 750 kg mirëpo nuk e tejkalon masën 3500 kg;</p> <p>1.6. Mjetet për transportin e udhëtarëve</p> <p>1.7. Mjetet për transportin grupor të fëmijëve;</p> <p>1.8. Mjetet me të cilat aftësohen kandidatët për shoferë;</p> <p>1.9. Mjetet me rentë (qira);</p>	<p>1.1. Transport vehicles, pulling heads and attached cars;</p> <p>1.2. Vehicles used to transport dangerous material which must be in compliance with the rules and specifically marked;</p> <p>1.3. Working vehicles;</p> <p>1.4. Buses;</p> <p>1.5. Attached cars, except light trailers, tractor trailers, special trailers for transporting boats, sports horses, water motor bicycles, and other sport and recreation vehicles whose maximum mass exceeds 750 kg but does not exceed the mass of 3.500 kg;</p> <p>1.6. Vehicles for passenger transport;</p> <p>1.7. Vehicles for transporting groups of children;</p> <p>1.8. Vehicles used for training of candidates for driver ;</p> <p>1.9. Rented vehicles;</p>	<p>za:</p> <p>1.1. Prevozna sredstva, vučne glave i priključna vozila;</p> <p>1.2. Vozila za prevoz opasnih materija koje moraju biti usklađene sa propisima za posebno označavanje;</p> <p>1.3. Radna vozila;</p> <p>1.4. Autobuse;</p> <p>1.5. Priključna vozila osim lakih kamping prikolica, traktorske prikolice, posebne prikolice za prevoz čamaca, trkačkih konja, hidro motocikla i druge opreme za sport i rekreaciju čija je najveća dopuštena masa od 750 kg. do 3.500 kg;</p> <p>1.6. Vozila za prevoz putnika;</p> <p>1.7. Vozila za prevoz organizovane grupe dece;</p> <p>1.8. Vozila za obučavanje kandidata za vozače;</p> <p>1.9. Iznajmljena vozila;</p>
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<p>2. Mjetet nga nënparagrafi 6, 7, 8, dhe 9 të paragrafit 1 të këtij neni, duhet që në lejen e komunikacionit të shënohet qëllimi për të cilin janë dedikuar dhe formën e ndërtimit.</p> <p>3. Përjashtimisht nga paragrafi 1. i këtij neni bëjnë automjetet e reja katër vite pas regjistrimit të parë.</p> <p>4. Përjashtimisht nga paragrafi 1 i këtij neni tri vite pas blerjes e rimorkios së lehtë duke llogaritur blerësin e parë.</p>	<p>2. The vehicles mentioned in subparagraphs 6, 7, 8, and 9 of the paragraph 1 of this article, must have stated on their circulation permit the purpose they are dedicated for and the form of construction.</p> <p>3. Exceptionally to paragraph 1 of this Article, make new vehicles four years after the first registration.</p> <p>4. Exceptionally to paragraph 1 of this Article, three years after the purchase of the light trailer, calculating the first buyer.</p>	<p>2. Vozila iz pod-stavova 6,7,8, i 9 iz stava 1 ovoga člana, treba da u saobraćajnu dozvolu označava namena i oblik konstrukcije.</p> <p>3. Izuzetno od stava 1 ovoga člana su nova vozila četiri godine nakon prvog tehničkog pregleda.</p> <p>4. Izuzetno od stava 1 ovoga člana tri godine nakon kupovine lake prikolice računajući prvog kupca.</p>
<p><b>Neni 77</b> <b>Kontrollimi teknik periodik</b></p>	<p><b>Article 77</b> <b>Periodic technical control</b></p>	<p><b>Član 77</b> <b>Periodični tehnički pregled</b></p>
<p>1. Kontrolli teknik bëhet çdo gjashtë (6) muaj për:</p> <p>1.1. Mjetet të cilat përdoren për transportin e udhëtarëve, kategoria M2, M3;</p> <p>1.2. Mjetet të cilat përdoren për aftësimin e kandidatëve për shoferë (auto shkolla);</p> <p>1.3. Mjetet të cilat bëjnë transportin grupor të fëmijëve;</p> <p>1.4. Mjetet e transportit me masë mbi 7.5 t;</p> <p>1.5. Mjete të cilat transportojnë materiale të</p>	<p>1. Technical inspections are performed every six ( 6) months for:</p> <p>1.1. Vehicles used for passenger transport, category M2, M3;</p> <p>1.2. Vehicles used for training of candidates for driver (driving schools);</p> <p>1.3. Vehicles that transport groups of children;</p> <p>1.4. Vehicle for transport with mass over 7.5 t;</p> <p>1.5. Vehicles for transport of hazardous</p>	<p>1. Tehničkom pregled se vrši na svakih šest (6) meseci za:</p> <p>1.1. Vozila koja se koriste za prevoz putnika, kategorije M2, M3;</p> <p>1.2. Vozila za obučavanje kandidata za vozače (auto-škola);</p> <p>1.3. Vozila za prevoz organizovane grupe dece;</p> <p>1.4. Prevozna vozila sa masom preko 7.5 t;</p> <p>1.5. Vozila za prevoz opasnih materija.</p>



<p>rrezikshme.</p> <p>2. Mjetet të cilat përdoren për qëllime të caktuara nga paragrafi 1 i këtij neni duhet të kenë të shënuar në lejen e komunikacionit qëllimin për të cilin janë dedikuar dhe formën e ndërtimit.</p> <p>3. Dënohet me gjobë njëqind e tridhjetë (130) € shoferi, mjeti i të cilit nuk i është nënshtruar kontrollimit teknik ashtu siç parashihet me dispozitat e këtij neni.</p> <p>4. Dënohet me gjobë në vlerë prej dyqind (200) deri pesëqind (500) € personi juridik ose fizik i cili e përdorë mjetin në kundërshtim me këtë nen, ndërsa personi përgjegjës dënohet me gjobë në vlerë prej njëqind e pesëdhjetë (150) €.</p>	<p>materials.</p> <p>2. Vehicles used for purposes from paragraph 1. of this Article must have stated on their circulation permit the purpose they are dedicated for and the form of construction.</p> <p>3. A fine of one hundred and thirty (130) € is imposed on a driver whose vehicle has not undergone the technical inspection as foreseen by the provisions of this Article.</p> <p>4. A fine of two hundred (200) € up to five hundred (500)€ is imposed on a legal or physical person who uses a vehicle contrary to this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible. Likewise, a fine of one hundred and fifty (150) €.</p>	<p>2. Vozila koja se koriste za svrhe iz stava 1. ovoga člana mora imati naznačenu svrhu na saobraćajnu dozvolu za koju su posvećen i oblik konstrukcije.</p> <p>3. Novčanom kaznom od sto i trideset (130) € kažnjava se vozač koji nije prošao tehnički pregled kao što je predviđeno u odredbama ovog člana.</p> <p>4. Novčanom kaznom od dvesta (200) € do petsto (500) € se kažnjava pravno ili fizičko lice koje koristi vozila suprotno od ovog člana, dok odgovorno lice se kažnjava novčanom kaznom od sto i pedeset (150) €.</p>
<p><b>Neni 78</b> <b>Zbatimi i kontrollimit teknik</b></p>	<p><b>Article 78</b> <b>The implementation of technical inspection</b></p>	<p><b>Član 78</b> <b>Sprovođenje tehničkog pregleda</b></p>
<p>1. Kontrollimi teknik i mjeteve duhet të bëhet në harmoni me rregulloret valide dhe duke përdorur pajisje matëse pa të meta teknike të përshkruara dhe pajisjet tjera, pajisjet matëse duhet të jenë të miratuara të kontrolluara dhe të certifikuara në përputhshmëri me rregullat metrologjisë dhe të kalibruara siç duhet, nëse për to nuk ekzistojnë rregulla të metrologjisë, atëherë gjatë realizimit të kontrollimit teknik</p>	<p>1. The technical inspection of vehicles must be performed in compliance with the valid regulations, using standard measuring devices and other equipment. The latter must be approved, checked and certified pursuant to the meteorological rules or well calibrated; if no meteorological rules exist on them, then the instructions for the use of technical inspection equipment are taken in consideration during the</p>	<p>1. Tehnički pregled vozila mora se vršiti u skladu sa važećim propisima, primenom mernih uređaja bez opisanih tehničkih nedostataka i ostale opreme, merna oprema treba da budu odobrene, proverene i sertifikovane u skladu sa metrološkim propisima i propisno kalibrisanim; ako za to ne postoje meteorološka pravila, onda tokom vršenja tehničkog pregleda da se uzmu u obzir uputstva za upotrebu opreme za korišćenje</p>

<p>merren në konsideratë edhe udhëzimet për përdorimin e pajisjeve të cilat përdoren për kontrollimin teknik.</p> <p>2. Në qoftë se gjatë kontrollimit teknik konstatohet se mjeti është pa të meta teknike atëherë i lëshohet certifikata në të cilën shënohet afati me të cilin mjeti duhet të bëjë kontrollimin teknik të ardhshëm.</p> <p>3. Dënohet me gjobë nga tetëmijë (8000) € deri në 15000 € subjekti juridik për kontroll teknik i cili gjatë kontrollimit teknik vepron në kundërshtim me këtë nen, ose e lëshon certifikatën e kontrollimit teknik pa qenë prezent mjeti, ndërsa personi përgjegjës dënohet me gjobë në vlerë prej katërqind (400) €.</p> <p style="text-align: center;"><b>Neni 79</b> <b>Vlerësimi i mangësive gjatë kontrollit të rregullt teknik</b></p> <p>1. Mangësitë e gjetura gjatë inspektimeve teknike të automjeteve kategorizohen në një rën prej kategorive të mëposhtme:</p> <p>1.1. mangësi të vogla të cilat nuk kanë efekt të rëndësishëm në sigurinë e automjetit ose ndikimit në mjedis, dhe mospërputhjeve të tjera të vogla.</p>	<p>inspection.</p> <p>2. If during the technical inspection is found that the vehicle has no technical defects, a certificate shall be issued to that vehicle stating the time when the vehicle shall perform the next technical inspection.</p> <p>3. A fine of eight thousand (8.000) € is imposed on a legal person for technical inspection which, during said inspection, acts contrary to this Article or issues a technical inspection certificate in the absence of the vehicle, while a fine of four hundred (400) € is imposed on the person responsible.</p> <p style="text-align: center;"><b>Article 79</b> <b>Assessment of the deficiencies during the technical roadworthiness control</b></p> <p>1. Deficiencies found during roadworthiness inspections of vehicles shall be categorized in one of the following groups:</p> <p>1.1. minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p>	<p>opreme koja se koristi prilikom inspekcije.</p> <p>2. Ako tokom tehničkog pregleda se uspostavi da vozilo nema tehničkih nedostataka, potvrda se izdaje i navede se rok kada će vozilo mora vršiti sledeći tehnički pregled.</p> <p>3. Novčanom kaznom od osam hiljada (8.000) € do 15.000 € se kažnjava pravno lice za tehnički pregled koji, tokom tehničkog pregleda postupa suprotno ovom članu ili izdaje tehničkog pregleda sertifikat u odsustvu vozila, dok je novčanom kaznom od četiristo (400) € izriče o odgovornom licu.</p> <p style="text-align: center;"><b>Član 79</b> <b>Procena nedostataka tokom redovnog tehničkog pregleda</b></p> <p>1. Nedostaci pronađeni tokom tehničkih pregleda vozila se svrstavaju u jednu od ovih kategorija:</p> <p>1.1. male nepravilnosti koje nemaju značajan uticaj na bezbednost vozila ili uticaja na životnu sredinu, kao i drugih manjih neusklađenosti,</p>
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<p>1.2. mangësi të mëdha të cilat mund të dëmtojnë sigurinë e automjetit ose kanë ndikim në mjedis ose vënë përdoruesit e tjerë të rrugës në rrezik, apo edhe mospërputhsh të tjera më të rëndësishme;</p> <p>1.3. mangësi të rrezikshme që përbëjnë një rrezik të drejtpërdrejtë dhe të menjëhershëm për sigurinë rrugore ose që kanë një ndikim në mjedis.</p> <p>2. Ministria me akt nënligjor përcakton mënyrën e vlerësimit dhe kategorizimin e mangësive tek mjetet të cilat i nënshtrohen kontrollimit të rregullsisë teknike.</p> <p>3. Dënohet me gjobë nga pesëqind (500) € subjekti për kontrollim teknik i cili vepron në kundërshtim me pikën 1.1 e paragrafit 1 te ketij neni, ndërsa personi përgjegjës i subjekti juridik për kontrollim teknik. dënohet me gjobë nga njëqind (100).</p> <p>4. Dënohet me gjobë pesëmijë (5000) € subjekti për kontrollim teknik i cili vepron në kundërshtim me pikën 1.2 e paragrafit 1 te ketij neni, ndërsa personi përgjegjës i subjekti juridik për kontrollim teknik. dënohet me gjobë njëqind (1000).</p>	<p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>1.3. dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>2. The Ministry by sub-legal act determines the evaluation manner and the deficiencies categorization of vehicles which are subject to the technical roadworthiness control.</p> <p>3. A fine of five hundred (500) € is imposed on the entity for technical control who acts in contrary to the point 1.1. of the paragraph 1 of this Article , while a fine of one hundred (100) is imposed on the responsible person of the legal entity for technical control</p> <p>4. A fine of five thousand (5000) € is imposed on the entity authorized for technical control who acts in contrary to the point 1.2. of the paragraph 1 of this article, while a fine of one thousand (1000) euro is imposed on the responsible person of the legal entity for technical control</p>	<p>1.2. velike nepravilnosti koji mogu da oštećuju bezbednost vozila ili imaju uticaj na životnu sredinu ili stavljaju druge učesnike u saobraćaju u opasnosti ili drugih više značajnih nepravilnosti;</p> <p>1.3. opasni nedostaci koji predstavljaju direktnu i neposrednu opasnost po bezbednost na putevima ili koje imaju uticaj na životnu sredinu.</p> <p>2. Ministarstvo sa podzakonskim aktom utvrđuje način procene i kategorisanje nedostataka kod vozila koja su predmet pregleda tehničke ispravnosti.</p> <p>3. Novčanom kaznom od petsto (500) € se kažnjava lice za tehnički pregled koje postupa u suprotnosti sa tačkom 1.1. stava 1. ovog člana, dok kazna od sto (100) € se izriče odgovornoj osobi pravnog lica za tehnički pregled.</p> <p>4. Novčanom kaznom od pet hiljada (5.000) € se kažnjava lice za tehnički pregled koji postupa u suprotnosti sa tačkom 1.2. stava 1 ovog člana, dok kazna od hiljadu (1.000) € se kažnjava odgovorna osoba pravnog lica za tehnički pregled.</p>
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<p>5. Dënohet me gjobë pesëmbëdhjetëmijë (15000) € dhe pezullim të licencës për një vit subjekti për kontrollim teknik i cili vepron në kundërshtim me pikën 1.3 e paragrafit 1 të këtij neni, ndërsa personi përgjegjës i subjekti juridik për kontrollim teknik dënohet me gjobë në tremijë (3000) €.</p> <p style="text-align: center;"><b>Neni 80</b> <b>Masat për mënjanimin e mangësive</b></p> <p>1. Nëse gjate inspektimit të rregullsisë teknike të mjetit identifikohen mangësitë nga pika 1.1 e paragrafit 1 të nenit 79, atëherë lëshohet certifikata e rregullsisë teknike të mjetit. Personi fizik ose juridik obligohet që të mënjanojë mangësitë e identifikuara. Dënohet me gjobe nga njëqind (100) € personi fizik ose juridik që vepron në kundërshtim me këtë paragraf.</p> <p>2. Nëse gjate inspektimit të rregullsisë teknike të mjetit identifikohen mangësitë nga pika 1.2 e paragrafit 1 të nenit 79, atëherë mjeti nuk e kalon testin e rregullsisë teknike. Subjekti për kontrollim teknik i cakton afatin për mënjanimin e mangësisë i cili nuk mund të jetë më tepër se 30 ditë.</p>	<p>5. A fine of fifteen thousand (15.000) € is imposed on the legal entity for technical control who acts contrary to the point 1.3. of the paragraph 1 of this article as well as suspension of license for one year, while a fine of three thousand (3.000) € is imposed on the responsible person of the legal entity for technical control.</p> <p style="text-align: center;"><b>Article 80</b> <b>Measures to eliminate the deficiencies</b></p> <p>1. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.1 of the paragraph 1 of Article 79, then the roadworthiness certificate shall be issued. The legal or natural person is obliged to correct the identified deficiencies. A fine of one hundred (100) € is imposed on the legal or natural person that acts in contrary to this paragraph.</p> <p>2. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.2 of the paragraph 1 of Article 79, then the vehicle fails to pass the test of roadworthiness. The legal entity in this case shall set out a deadline to correct the deficiencies found which should not be more than 30 days.</p>	<p>5. Novčanom kaznom od petnaest hiljada (15.000) € i obustavljanje licence na jednu godinu licu za tehnički pregled koji postupa u suprotnosti sa tačkom 1.3. stava 1. ovog člana, dok odgovorna osoba pravnog lica za tehničku kontrolu se kažnjava novčanom kaznom od tri hiljade (3.000) €.</p> <p style="text-align: center;"><b>Član 80</b> <b>Mere za otklanjanje nedostataka</b></p> <p>1. Ako u toku pregleda tehničke ispravnosti vozila identifikuju se nedostaci iz tačke 1.1 stava 1. Člana 79, onda se izdaje potvrda o tehničkoj ispravnosti vozila. Pravno ili fizičko lice dužno je da otklanja identifikovane nedostatke. Novčanom kaznom od sto (100) € se kažnjava pravno ili fizičko lice koje postupa u suprotnosti sa ovim stavom.</p> <p>2. Ako u toku pregleda tehničke ispravnosti vozila identifikuju se nedostaci iz tačke 1.2 stava 1. Člana 79, onda vozilo ne položi test tehničke ispravnosti. Lice za tehnički pregled određuje rok za otklanjanje nedostataka pronađeno koji ne može biti duži od 30 dana.</p>
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3. Nëse gjate inspektimit te rregullsisë teknike te mjetit identifikohen mangësitë nga pika 1.3 e paragrafit i te nenit 79, atëherë mjete nuk e kalon testin e rregullsisë teknike dhe i pezullohet e drejta për pjesëmarrje në komunikacion. Subjekti për kontrollim teknik i cakton afatin për mënjanimin e mangësive i cili nuk mund të jetë më tepër se 30 ditë.

**Neni 81**  
**Ndryshimet e identifikuar**

1. Nëse gjatë kontrollimit teknik të mjetit janë konstatuar modifikime apo ndryshime në mjet, të dhënat në lejen e komunikacionit të mjetit dhe në evidencën elektronike nuk përputhen, atëherë certifikata për kontrollimin teknik mund të lëshohet vetëm në bazë të procedurës së mëparshme të miratimit individual të mjetit në përputhje me këtë ligj. Regjistrimi gjegjës i modifikimit apo ndryshimit të përputhshmërisë bëhet në certifikatën e pëlqimit për regjistrim.

2. Dënohet për me gjobë nga katërmijë (4000) € personi juridik i cili gjatë kontrollimit teknik vepron në kundërshtim me këtë nen, ndërsa personi përgjegjës dënohet me gjobë nga katërqind (400) €.

3. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of Article 79, then the vehicle fails to pass the test of roadworthiness and the suspension of the right to participate in traffic. The technical control entity shall set out a deadline on the deficiencies correction which should not be more than 30 days.

**Article 81**  
**Identified changes**

1. If during the technical inspection of the vehicle are established modifications or changes on the vehicle of this law, the data on the circulation permit of the vehicle and on the electronic evidence do not match, the technical inspection certificate can be issued only based on the previous procedure of individual vehicle approval in compliance with this law. The respective registration of the modifications or changes of the compatibility is noted on the certificate of registration consent.

2. A fine of four thousand (4.000) € is imposed on a responsible legal person who, during technical inspection, acts contrary to this Article, while a fine of four hundred (400) € is imposed on the person responsible.

3. Ako se u toku pregleda tehničke ispravnosti vozila identifikuju se nedostaci iz tačke 1.3 stava 1. Člana 79, onda se vozilo ne položi test ispravnosti i oduzima mu se prava da učestvuju u saobraćaju. Lice za tehnički pregled određuje rok za otklanjanje nedostataka koji ne može biti više od 30 dana.

**Član 81**  
**Identifikovane promene**

1. Ako u toku tehnički pregleda vozila su uspostavljeni modifikacije ili promene na vozilu, podaci u saobraćajnoj dozvoli vozila i na elektronskoj evidenciji se ne poklapaju, onda potvrda o tehničkom pregledu može se izdati samo na osnovu prethodnog postupka pojedinačnog odobrenja vozila u skladu sa ovim zakonom. Odgovarajuća registracija modifikacije ili promene usklađenosti se vrši na potvrdi pristanka na registraciji.

2. Novčanom kaznom od četiri hiljade (4.000) € se kažnjava pravno lice koje postupa suprotno ovom članu, dok odgovorno lice se kažnjava novčanom kaznom od četiristo (400) €.

<p align="center"><b>Neni 82</b> <b>Ndryshimet të cilat evidentohen</b></p>	<p align="center"><b>Article 82</b> <b>Changes which are identified</b></p>	<p align="center"><b>Član 82</b> <b>Promene koje se evidentiraju</b></p>
<p>1. Pronari i mjetit është përgjegjës për ndryshimet e kryera në mjet, se a janë bërë sipas homologimit ose sipas miratimit individual dhe nuk bëjnë pjesë në modifikime të mjetit sipas nenit 30 të këtij ligji.</p> <p>2. Në ndryshimet nga paragrafi një 1. i këtij nenit bëjnë pjesë montimi (instalimi) i sistemeve përbërëse të cilat ndryshojnë nga pjesët të cilat zëvendësohen dhe si të tilla nuk janë të lejuara për montim në tipa të caktuar të mjeteve (variant ose version) siç është:</p> <p>2.1. sistemi për lirim të gazrave;</p> <p>2.2. sistemet mekanike për bashkëngjitjen e mjeteve (sferat për tërheqje të diametrit 50 mm dhe koka për tërheqje).</p> <p>3. Instalimet nga paragrafi 2. i këtij nenit nuk bëjnë pjesë në modifikime nëse këto i realizon prodhuesi i këtyre pjesëve, personi juridik ose fizik të cilët janë të regjistruar për mirëmbajtje dhe riparimin e mjeteve. Realizuesi i këtyre instalimeve (montimeve) duhet më pas të lëshojë certifikatë mbi përfundimin (kompletimin) e këtyre instalimeve.</p>	<p>1. The owner of the vehicle must guarantee that changes on the vehicle have been done pursuant to the homologation or individual approval and are not part of the vehicle modifications under Article 30 of this Law.</p> <p>2. In changes from paragraph 1 of this Article include the affixing (installation) of component systems which are different from parts being replaced and, as such, are not allowed to be affixed (installed) on certain types of vehicles as follows:</p> <p>2.1. the gas release system;</p> <p>2.2. mechanical systems for attaching cars (spheres meant to pull 50 mm diameters or pulling heads).</p> <p>3. The installations from paragraph 2 of this Article are not included on modifications if done by the manufacturer of these parts, the legal or physical person registered for maintenance and repair of vehicle. The subject performing these installations must issue a certificate upon completion of these installations.</p>	<p>1. Vlasnik vozila je odgovoran za promene vršene u vozilu, o tome da li su vršene prema homologaciji ili prema pojedinačnom odobravanju i ne spadaju u modifikacije vozila prema članu 30 ovog zakona.</p> <p>2. U promene iz stava jedan 1. ovoga člana spada montiranje (ugrađivanje) sastavnih sistema koje se razlikuju od delova koje se zamenjuju i kao takve ne smeju se montirati u određenim tipovima (varijantama ili verzijama) vozila, i to:</p> <p>2.1. sistemi za ispuštanje plinova;</p> <p>2.2. mehanički sistemi za priključivanje vozila (sfere za vuču premera 50 mm i kuka za vuču).</p> <p>3. Uređaji iz stava 2. ovoga člana ne spadaju u modifikovanim delovima ako to ne vrši isti proizvođač tih delova, pravna ili fizička osobe koje su registrovane za održavanje i popravlanje vozila. Onaj ko vrši ugrađivanja (montiranja) mora da kasnije izdaje potvrdu o završetku ovih instaliranja.</p>

<p>4. Dënohet me gjobë nga njëqindë e pesëdhjetë (150) € individit i cili vepron në kundërshtim me paragrafin 1. të këtij neni.</p> <p>5. Dënohet me gjobë në vlerë prej njëmijë (1.000) € personi juridik ose fizik i cili vepron në kundërshtim me paragrafin 1 të këtij neni, ndërsa personi përgjegjës dënohet me gjobë në vlerë prej njëqind e pesëdhjetë (150) €.</p>	<p>4. A fine of one hundred and fifty (150) € is imposed on an individual who acts contrary to paragraph 1 of this Article</p> <p>5. A fine of one thousand (1.000) € is imposed on the legal or physical person acting contrary to paragraph 1 of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible.</p>	<p>4. Novčanom kaznom od sto i pedeset (150) € se kažnjava osoba koja postupa u suprotnosti sa stavom 1. ovog člana</p> <p>5. Novčanom kaznom od hiljadu (1.000) € se kažnjava pravno ili fizičko lice koje postupa u suprotnosti sa stavom 1. ovog člana, dok odgovornom licu se izriče novčana kazna od sto i pedeset (150) a takode.</p>
<p><b>Neni 83</b> <b>Ndryshimet e evidentuara të mjetit transportues</b></p>	<p><b>Article 83</b> <b>Evidenced changes of the transport vehicle</b></p>	<p><b>Član 83</b> <b>Evidentiranje promena prevoznog vozila</b></p>
<p>1. Pronari i mjetit transportues është i obliguar të kërkojë që ndryshimet e bëra në mjetin e tij, e të cilat janë bërë me pëlqimin e tij, por nuk përbëjnë riparim sipas nenit 27 të këtij ligji, atëher duhet të evidentohen pranë institucionit të autorizuar, në afat prej 30 ditësh nga dita e ndryshimit të bërë.</p> <p>2. Ndryshimet në paragrafin 1. të këtij nenin, kanë të bëjnë me instalimin e sistemeve të veçanta, pjesëve përbërëse, njësive të pavarura teknike dhe pajisjes që janë të ndryshme prej sistemeve të instaluara bazike, kurse të njëjtat janë licencuar për tu instaluar në tipin konkret (variantin, ose modelin) të mjetit transportues, siç janë:</p> <p>2.1. sisteme për nxjerrjen e gazrave, pajisje</p>	<p>1. The owner of the transport vehicle is obliged to claim that changes made to his vehicle, which are done with his consent but do not constitute repair pursuant to Article 27 of this law, then it must be identified at the authorized institution within 30 days from the date of amendment.</p> <p>2. The changes from paragraph 1 of this Article have to do with the installation of special systems, component parts, independent technical units and equipment which are different from basic installed systems, while the same are licensed to be installed on the vehicle in question (version or model) as follows:</p> <p>2.1. gas exhaust systems, car pulling</p>	<p>1. Vlasnik prevoznog vozila dužan je zahtevati da promene vršene na njegovom vozilu, vršenih na njegovu saglasnost, ali ne predstavlja popravku prema članu 27 ovog zakona, treba da se evidentiranjju kod ovlašćenog organa, u roku od 30 dana od dan izvršene promene.</p> <p>2. Izmene u stav 1. ovoga člana se odnosi na ugrađivanje posebnih sistema, sastavnih delova, odvojenih tehničkih jedinica i opreme koje se razlikuju od ugrađenih osnovnih sistema, ali koje su licencirane za ugrađivanje u određeni tip (variantu ili model) vozila, i to:</p> <p>2.1. sistemi izduvnihi gasova, oprema za vuču</p>

<p>për tërheqjen e mjeteve rrugore, masa më e madhe e lejuar e të cilave nuk i kalon 3.500 kg, me përjashtim të traktorëve;</p> <p>2.2. bashkëngjitësh (rimorkios).</p> <p>3. Instalimin e sistemeve të veçanta, pjesëve përbërëse, njësive të pavarura teknike dhe pajisjes nga paragrafi 2. të këtij neni, e bën subjekti juridik që është regjistruar për mirëmbajtjen dhe riparimin e mjeteve transportuese, për të cilën lëshohet vërtetimi pas plotësimit të kushteve të caktuara.</p> <p>4. Dënohet me gjobë nga dyqind (200) € pronarit të mjetit rrugor i cili vepron në kundërshtim me dispozitat e paragrafit 1. të këtij neni.</p> <p>5. Dënohet me gjobë nga tetëqind (800) deri në njëmijë e dyqind (1.200) € personi juridik, pronari i mjetit rrugor, i cili vepron në kundërshtim me dispozitat e paragrafit 1. të këtij neni.</p>	<p>equipment, whose maximum mass does not exceed 3.500 kg, with the exception of tractors;</p> <p>2.2. attached parts.</p> <p>3. The installation of special systems, component parts, independent technical units and equipment from paragraph 2 of this Article are performed by the physical or legal person registered for maintenance and repairmen of transport vehicles, and for which issues a verification of installment thereof.</p> <p>4. A fine of two hundred (200) € is imposed on the owner of a vehicle who acts contrary to the provisions of paragraph 1. of this Article.</p> <p>5. A fine of eight hundred (800) € up to one thousand and two hundred (1.200) € is imposed on a legal person, the owner of the vehicle, who acts contrary to paragraph 1. of this Article.</p>	<p>drumskih vozila čija je najveća dopuštena masa do 3.500 kg, osim traktora;</p> <p>2.2. prikjučna (prikolica).</p> <p>3. Ugrađivanje posebnih sistema, sastavnih delova, odvojenih tehničkih jedinica i opreme iz stava 2. ovoga člana, obavlja fizička ili pravna osoba registrovana za održavanje i popravljanje prevoznih vozila, koja izdaje potvrdu nakon ispunjavanja određenih uslova.</p> <p>4. Novčanom kaznom u iznosu od dvesta (200) € kažnjava se vlasnik drumskog vozila koji postupi suprotno od odredbi stava 1. ovog člana.</p> <p>5. Novčanom kaznom u iznosu od osam sto (800) do hiljadu dvesta (1.200) € kažnjava se za pravna osoba, vlasnik vozila koji postupi suprotno od odredbi iz stava 1. ovog člana.</p>
<p style="text-align: center;"><b>Neni 84</b> <b>Instalimi i pajisjes për motor me gaz</b></p> <p>1. Instalimin e pajisjes për motor me gaz të lëngshëm naftë, me gaz tokësor të kompensuar, ose pajisjes tjetër konform dispozitave të këtij ligji, e bëjnë subjektet juridike të autorizuar nga Ministria pas plotësimit të kushteve të</p>	<p style="text-align: center;"><b>Article 84</b> <b>The instalation of equipment for gas engine</b></p> <p>1. The installation of an engine with liquid gas oil, compressed gas, or other equipment, pursuant to the provisions of this law, is performed by a physical or legal person authorized by the Ministry according to certain</p>	<p style="text-align: center;"><b>Član 84</b> <b>Ugrađivanje uređaja za pogon na plin</b></p> <p>1. Ugrađivanje uređaja za pogon na tekući naftni plin, na kompresirani plin ili druge opreme u skladu sa odredbama ovoga zakona, vrši se od pravnih lica ovlašćena od Ministarstva nakon ispunjavanja uslova</p>



<p>përcaktuara me këtë ligj.</p> <p>2. Autorizimi nga paragrafi 1. i këtij neni, i jepet subjekteve juridike të cilat posedojnë autorizimin nga prodhuesi i instalimeve ose pajisjes që e instalon, përmbushin kushtet hapësinore, materialo-teknike, kushtet e sigurisë, si dhe kuadrin profesional për vendosjen e instalimit dhe pajisjes plotësuere të mjetit transportues.</p> <p>3. Nëse subjekti i autorizuar për instalimin e pajisjes për motor me gaz të lëngshëm naftë, dështon në kryerjen e procedurës në përputhje me ligjin ose e ndërpret përmbushjen e kushteve nga paragrafi 2. i këtij neni, Ministri i ngarkuar për transport me vendim do t'ia pezullojë autorizimin dhe do të përcaktoj afatin prej 30 ditësh për mënjanimin e mangësive të konstatuara.</p>	<p>determined procedures, competitive and published.</p> <p>2. The authorization from paragraph 1. of this Article is granted to the legal entities possesses the authorization from the manufacturer of the installations who fulfills space conditions, technical, safety criteria and the professional staff for setting installation and supplementary equipment of the transport vehicle.</p> <p>3. If the entity authorized for the installation of the equipment for a liquid oil gas engine fails to perform the entrusted procedure pursuant to the law, or ceases to fulfill the criteria from paragraph 2. of this Article, the Minister of Transport shall bring a decision to revoke the authorization and will determine a deadline of 30 days to fix the identified deficiencies.</p>	<p>određenih ovim zakonom.</p> <p>2. Ovlašćenja iz stava 1. ovoga člana daju se pravnim licima koja raspolaže ovlašćenje od proizvođača uređaja ili opreme koju ugrađuju, ispunjavaju prostorne uslove, materijalne tehničke uslove, uslove bezbedosti kao o stručni kadar za postavljanje uređaja i dodatne opreme prevoznog vozila.</p> <p>3. Ako osoba ovlašćena za ugradnju uređaja za pogon na tekući naftni plin, ne uspeva da vrši postupak u skladu sa zakonom ili prestaje ispunjavati uslove iz stava 2. ovoga člana, ministarstvo nadležno za prevoz rešenjem će obustaviti ovlašćenje i odrediti rok od 30 dana za otklanjanje utvrđenih nedostataka.</p>
<p style="text-align: center;"><b>Neni 85</b> <b>Revokimi i autorizimit</b></p> <p>1. Nëse subjekti i autorizuar nuk i mënjanon mangësitë e konstatuara, Ministri me vendim do t'ia revokojë autorizimin.</p> <p>2. Vendimi nga paragrafi 1. të këtij neni është i formës së prerë dhe kundër të njëjtit mund të</p>	<p style="text-align: center;"><b>Article 85</b> <b>Revocation of the authorization</b></p> <p>1. If the authorized entity fails to fix the identified deficiencies, the Minister with a decision shall revoke the authorization.</p> <p>2. The decision from paragraph 1 is final and no administrative case can be made against it in</p>	<p style="text-align: center;"><b>Član 85</b> <b>Oduzimanje ovlašćenja</b></p> <p>1. Ako ovlašćena osoba ne otkloni nedostatake, Ministar rešenjem će oduzeti ovlašćenje.</p> <p>2. Rešenje iz stava 1. ovoga člana je konačna odluka i protiv nje ne može se pokrenuti</p>

<p>hapet kontest administrativ para gjykatës kompetente.</p> <p style="text-align: center;"><b>Neni 86</b> <b>Ndryshimet që nuk evidentohen</b></p> <p>1. Për ndryshimet e mjetit transportues, që nuk kanë ndikim në sigurinë e komunikacionit rrugor, përkatësisht mbi mjedisin dhe në mënyrë të drejtë dhe të lehtë mund të bëhen para fillimit të shfrytëzimit të mjeteve transportuese, pronari i mjetit transportuese nuk e ka për obligim që të kërkoj evidentimin e tyre.</p> <p>2. Ndryshimet nga paragrafi 1. i këtij neni, kanë të bëjnë me instalimin e pajisjes për vendosjen e bagazhit, antenave, elementeve dekorative etj.</p>	<p>court.</p> <p style="text-align: center;"><b>Article 86</b> <b>Changes that are not noted</b></p> <p>1. In the case of changes on a transport vehicle which do not have impact on traffic safety and the environment, they can easily and directly be done before the use of the transport vehicle, and the owner of the vehicle is not obligated to ask their identification.</p> <p>2. The changes from paragraph 1 of this Article has to do with the installation of the equipment for the placement of the trunk, antennae's, decoration elements etc.</p>	<p>upravni spor u nadležnom sudu.</p> <p style="text-align: center;"><b>Član 86</b> <b>Promene koje se ne evidentiraju</b></p> <p>1. Promene na prevoznom vozilu, koje nemaju uticaj na bezbednost drumskog saobraćaja, odnosno na zaštiti sredine i koja se mogu neposredno lako obavljati pre početka korišćenja prevoznog vozila, vlasnik prevoznog vozila nije dužan da zahteva njihovo evidentiranje.</p> <p>2. Promene iz stava 1. ovoga člana odnose se na ugrađivanje opreme za smeštaj prtljaga, anteni, ukrasnih elemenata i sl.</p>
<p style="text-align: center;"><b>Neni 87</b> <b>Organizimi i kontrollimit teknik të mjeteve</b></p> <p>1. Procedurat e kontrollimit teknik të mjeteve janë unike për të gjitha subjektet të cilat e ofrojnë shërbimin e kontrollit teknik të mjeteve.</p> <p>2. Ministria përcaktojnë çmimorën për kontrollim teknik. Çmimi është unik dhe vlen për të gjitha subjektet e autorizuar për</p>	<p style="text-align: center;"><b>Article 87</b> <b>The organizing of the vehicle technical control</b></p> <p>1. The procedures of the vehicle technical controls are unique for all the entities which provide the service of technical control of vehicles.</p> <p>2. The Ministry determine price list for technical control. The price is unique and applies to all authorized entities for technical</p>	<p style="text-align: center;"><b>Član 87</b> <b>Organizovanje tehničkog pregleda vozila</b></p> <p>1. Postupci tehničkog pregleda vozila su jedinstveni za sva lica koja pruže tehnički pregled vozila.</p> <p>2. Ministarstvo određuje cenovnik za tehnički pregled. Cena je jedinstvena i važi za sva ovlašćena lica za tehnički pregled.</p>

<p>kontrollim teknik.</p> <p style="text-align: center;"><b>Neni 88</b> <b>Subjektet juridike për kontroll teknike</b></p> <p>1. Funksionet e kontrolleve teknike, mund t'i kryejnë subjektet juridike që kanë marrë licencën nga Ministri.</p> <p>2. Subjekti i cili i plotësojnë kushtet nga paragrafi 1. neni 78. i lëshohen licenca me afat të pakufizuar, me kusht që në mënyrë të pandërprerë i plotëson kushtet dhe kriteret e përcaktuara me këtë ligj dhe dispozitave të nxjerra në bazë të këtij ligji.</p> <p>3. Subjekti juridik për kontrolle teknike, nuk mund të kryen vlerësimin e gjendjes teknike të mjeteve të veta.</p> <p>4. Dënohet për me gjobë dhjetë mijë (10.000) € subjekti juridik që kryen punë pa licencë apo licencë të pezulluar.</p> <p>5. Dënohet me gjobe në shumë prej njëmijë (1.000) € do t'i shqiptohet personit përgjegjës të subjektit juridik për kundërvajtjen e kryer nga paragrafi 3. i këtij neni.</p> <p>6. Dënohet me gjobë nga dy mijë e pesëqind (2.500) € deri në tre mijë (3.000) € subjekti juridik i cili vepron në kundërshtim me</p>	<p>control.</p> <p style="text-align: center;"><b>Article 88</b> <b>The legal entities for technical control</b></p> <p>1. The functions of technical control can be performed by legal entities licensed by the Minister.</p> <p>2. The entity from paragraph 1. of Article 78. is issued an license with unlimited term, provided that incessantly meets the conditions and criteria established by this law and provisions issued based on this law.</p> <p>3. The legal entity for technical control cannot perform the evaluation of technical conditions of his own vehicles;</p> <p>4. A fine of ten thousands (10.000) € is imposed on a legal person who acts without the licence or revoked licence;</p> <p>5. A fine of 1.000 € shall be imposed on the person responsible for the legal person acting contrary to paragraph 3. of this Article;</p> <p>6. A fine of two thousand and five hundred (2.500) € up to three thousand (3.000) € is imposed on a legal person acting contrary to the</p>	<p style="text-align: center;"><b>Član 88</b> <b>Pravna lica za tehnički pregled</b></p> <p>1. Funkcije tehničkih pregleda, mogu da obavljaju pravna lica koja su dobili licencu od ministra.</p> <p>2. Lice koje ispunjava uslove iz stava 1. člana 78. izdaje licence na neodređeno vreme, pod uslovom da neprestano ispunjava uslove i kriterijume utvrđene ovim zakonom i odredbama donošenih na osnovu ovog zakona.</p> <p>3. Pravno lice za tehnički pregled, ne može obavljati tehnički pregled svojih vozila,</p> <p>4. Novčanom kaznom u iznosu od deset hiljada (10.000) € kažnjava se pravno lice koje postupa bez licencu ili obustavljanim licencu;</p> <p>5. Novčanom kaznom u iznosu od hiljadu (1.000) € kažnjava se odgovorna osoba pravnog lica za prekršaj izvršen iz stava 3. ovoga člana.</p> <p>6. Novčanom kaznom u iznosu od dve hiljade i petsto (2.500) € do tri hiljade (3.000) € kažnjava se pravno lice koja postupi suprotno od odredbi</p>
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<p>dispozitat e paragrafit 2. të këtij neni.</p> <p>7. Gjoha në shumë prej 1.000 € do t'i shqiptohet personit përgjegjës të subjektit juridik për shkelje të përcaktuara sipas këtij neni 5.</p> <p style="text-align: center;"><b>Neni 89</b> <b>Licencimin i subjekteve juridike për kontrollim teknik</b></p> <p>1. Subjekti juridik për kontroll teknik, licencohet për kryerjen e njërës apo më tepër punëve, si vijojnë:</p> <p style="padding-left: 20px;">1.1. vlerësimin e gjendjes teknike të mjeteve;</p> <p style="padding-left: 20px;">1.2. kontrollin e mjeteve me kërkesa të veçanta,</p> <p style="padding-left: 20px;">1.3. kontroll teknike të jashtëzakonshme dhe periodike.</p> <p>2. Licenca për kontroll teknik të mjetit, lëshohet së paku për një grup kategorish të mjeteve. Subjekti juridik mund të licencohet për më shumë se një linjë të kontrollit teknik në kuadër të të njëjtës kategori të mjeteve. Licenca e vlerësimit të gjendjes teknike të mjeteve, lëshohet vetëm në kuadër të autorizimit për kontroll teknik të mjeteve.</p>	<p>provisions of paragraph 2. of this Article;</p> <p>7. A fine of 1.000 € is imposed on the person responsible for the legal person acting contrary to paragraph 5. of this Article.</p> <p style="text-align: center;"><b>Article 89</b> <b>Licensing of legal entities for technical control</b></p> <p>1. The legal entity for technical inspection is licensed to perform one or more functions, as follows:</p> <p style="padding-left: 20px;">1.1. the evaluation of vehicles' technical condition;</p> <p style="padding-left: 20px;">1.2. the inspection of vehicles with special requirements;</p> <p style="padding-left: 20px;">1.3. extraordinary and periodic technical inspections.</p> <p>2. License for a technical inspection of the vehicle is issued for at least a set of categories of vehicles. Legal entity can be licensed for more than one line of technical control within the same category of vehicles. The evaluation license of the vehicle's technical condition is issued only in the framework of the authorization for technical inspection of vehicles.</p>	<p>stava 2. ovog člana.</p> <p>7. Novčanom kaznom u iznosu od hiljadu 1.000 € kažnjava se odgovorna osoba pravnog lica za prekršaj iz stava 5. ovog člana.</p> <p style="text-align: center;"><b>Član 89</b> <b>Licenciranje pravnih lica za tehnički pregled</b></p> <p>1. Pravna osoba za tehnički pregled licencirani se za jedno ili više funkcija, kao što je:</p> <p style="padding-left: 20px;">1.1. procena tehničkog stanja vozila;</p> <p style="padding-left: 20px;">1.2. pregled vozila sa posebnim zahtjevima,</p> <p style="padding-left: 20px;">1.3. izvanredan i periodičnog tehničkog pregleda vozila.</p> <p>2. Licencu za tehnički pregled vozila se izdaje za najmanje jednu grupu kategorija vozila. Pravno lice može biti licencirano za više od jedne linije tehničkog pregleda u okviru iste kategorije vozila. Licencu za procenu tehničkog stanja vozila, izdaje se samo u okviru ovlašćenja za tehnički pregled vozila.</p>
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<p style="text-align: center;"><b>Neni 90</b> <b>Kushtet për marrjen e licencës</b></p> <p>1. Për marrjen e licencës nga neni 89 i këtij ligji, subjekti juridik duhet t'i plotësoj kushtet që kanë të bëjnë me:</p> <p>1.1. Kushtet hapësinore</p> <p>1.2. kuadrin përkatës profesional,</p> <p>1.3. pajisjen e nevojshme, aparatet dhe lokalet;</p> <p>1.4. Përkrahje përkatëse në aspektin teknik dhe të teknologjisë informatikës për kryerjen e punëve;</p> <p>1.5. Kushte tjera specifike përcaktohen në një akt nënligjorë.</p>	<p style="text-align: center;"><b>Article 90</b> <b>Conditions for obtaining the authorization</b></p> <p>1. In order to obtain the authorization from Article 89 of this law, the legal entity shall fulfill conditions regarding:</p> <p>1.1. Spatial condition</p> <p>1.2. the required professional staff,</p> <p>1.3. required equipment, apparatus and facilities</p> <p>1.4. Relevant technical support in terms of technology and informatics for carrying out the functions</p> <p>1.5. Other specific conditions shall be determined by a bylaw</p>	<p style="text-align: center;"><b>Član 90</b> <b>Uslovi za dobijanje ovlašćenja</b></p> <p>1. Za dobijanje ovlašćenja iz stava 89. ovog zakona, pravno lice mora ispunjavati uslove koje se odnose na:</p> <p>1.1. uslovima prostora,</p> <p>1.2. odgovarajući stručni kadar,</p> <p>1.3. potrebnu opremu, uređaje i prostorije,</p> <p>1.4. odgovarajuću podršku u tehničkom smislu i informacione tehnologije za vršenje funkcija,</p> <p>1.5. drugi specifični uslovi se utvrđuje podzakonskim aktom.</p>
<p style="text-align: center;"><b>Neni 91</b> <b>Plotësimi i përhershëm i kushteve</b></p> <p>Subjekti juridik i licencuar obligohet që në mënyrë të përhershme t'i plotësoj kushtet e përcaktuara me dispozitat e këtij ligji dhe rregullat e miratuara në bazë të këtij ligji.</p>	<p style="text-align: center;"><b>Article 91</b> <b>Obligations of the licensed legal entity</b></p> <p>The licensed authorized entity is obliged to always fulfill the conditions set by the provisions of this law and the rules adopted as per this law.</p>	<p style="text-align: center;"><b>Član 91</b> <b>Stalno ispunjavanje uslova</b></p> <p>Ovlašćena pravno lice dužno je da stalno ispunjava uslove utvrđene odredbama ovoga zakona i podzakonskih akata donetih na osnovu ovog zakona.</p>

<p align="center"><b>Neni 92</b> <b>Revokimi i licencës së subjektit për kontroll teknik</b></p>	<p align="center"><b>Article 92</b> <b>The revocation of the entity's technical control license</b></p>	<p align="center"><b>Član 92</b> <b>Oduzimanje licence lica za tehnički pregled</b></p>
<p>1. Ministri, subjektit juridik për kontroll teknik me vendim i revokon licencën për kryerjen e kontrollit teknik, nëse:</p> <p>1.1. ka pushuar t'i plotësoj kushtet e përcaktuara, për kryerjen e punëve të përcaktuara, në pajtim me dispozitat e këtij ligji dhe rregullat e miratuara në bazë të këtij ligji;</p> <p>1.2. kundër tij është ngritur procedura e falimentimit apo likuidimit;</p> <p>1.3. ka pushuar të punoj në bazë të vendimit gjyqësor;</p> <p>1.4. punët nuk i kryen në pajtim me dispozitat e këtij ligji dhe aktet nënligjore të miratuara në bazë të këtij ligji;</p> <p>1.5. Autoriteti/subjekti për mbikëqyrje profesionale ka njoftuar ministrinë për mos përmbushjen e kërkesave teknike me rastin e kontrollimit teknik të mjeteve.</p>	<p>1. The Minister makes the decision to revoke the entity's license for performing the technical checks, if they:</p> <p>1.1. have ceased to fulfill the conditions set out for the performance of functions pursuant to the provisions of this law and the rules adopted thereby;</p> <p>1.2. bankruptcy or liquidation procedures have been filed against them in court;</p> <p>1.3. have ceased to work based on a court decision;</p> <p>1.4. fails to perform their functions pursuant to the provisions of this sub-law and the rules adopted thereby.</p> <p>1.5. The authority/entity for professional supervision have informed the relevant ministry for failure for not meeting the technical requirements on the occasion of the technical inspection of vehicles.</p>	<p>1. Ministar, rešenjem će pravnom licu za tehnički pregled oduzeti ovlašćenje za obavljanje tehničkog pregleda vozila, ako:</p> <p>1.1. je prestalo ispunjavati propisane uslove za obavljanje poverenih poslova u skladu sa odredbama ovoga zakona i drugim propisima donetim na osnovu ovog zakona;</p> <p>1.2. protiv tog lica je pokrenut postupak stečaja ili likvidacije;</p> <p>1.3. sudskim rešenjem je prestalo sa radom;</p> <p>1.4. ne obavlja poverene poslove u skladu sa odredbama ovoga zakona i podzakonski propisima donetim na osnovu ovog zakona;</p> <p>1.5. Organ/lice za stručni nadzor je obavestilo ministarstvo o neispunjavanju tehničkih zahteva prilikom tehničkog pregleda vozila.</p>

<p>2. Mbikëqyrjen profesionale nga nën paragrafi 1.5. i paragrafit 1. të këtij neni e kryen ministria e ngarkuar për transport ose subjekti i autorizuar për mbikëqyrje profesionale.</p> <p>3. Vendimi nga paragrafi 1. i këtij neni është përfundimtar, dhe kundër tij mund të ngritet kontest administrativ, në gjykatën kompetente.</p>	<p>2. The professional supervision from sub-paragraph 1.5. of Paragraph 1 of this Article performs the ministry in charge of transport or entity authorized for professional supervising.</p> <p>3. The decision from paragraph 1. of this Article is final, and an administrative case can be filed against it at the competent court.</p>	<p>2. Stručni nadzor iz podstava 1.5. stava 1. ovog člana vrši ministarstvo nadležno za prevoz ili lica ovlašćenog za stručni nadzor.</p> <p>3. Rešenje iz stava 1. ovoga člana je konačno i protiv toga ne može se pokrenuti upravni spor kod nadležnog suda.</p>
<p style="text-align: center;"><b>Neni 93</b> <b>Dhënia e provimit</b></p>	<p style="text-align: center;"><b>Article 93</b> <b>The passage of the exam</b></p>	<p style="text-align: center;"><b>Član 93</b> <b>Polaganje ispita</b></p>
<p>1. Personat e autorizuar për kryerjen e kontrollimit teknik pranë subjekti juridik duhet të japin provimin profesional për aftësim. Provimi profesional mbahet nga komisioni kompetent i Ministrisë i caktuar me vendim të Ministrit. Kandidati i cili e kalon me sukses testin e fiton të drejtën për ushtrimin e profesionit.</p> <p>2. Punëtorët profesionalë nga paragrafi 1. i këtij neni, duhet të ju nënshtrohen trajnimeve për përfitim të njohurive në çdo dy vite nga dita e lëshimit të vërtetimit për provimin e dhënë.</p>	<p>1. Candidates authorized to performe technical control functions shall pass the professional ability test. Professional exam held by the competent committee of Ministisë appointed by the Minister. The candidate that successfully passes the professional test shall be issued an attestation on the test taken.</p> <p>2. Professional workers from paragraph 1. of this Article, shall be subject to the acquisition of knowledge training every two years from the day of issuance of the attestation of the test they have passed.</p>	<p>1. Ovlašćene osobe koja vrše tehnički pregled koja rade za pravno lice treba da polože stručni ispit za osposobljavanje. Stručni ispit se drži od ovlašćene komisije odgovornog Ministarstva odlukom Ministra. Kandidat koji uspešno položi ispit stiče pravo za vršenje profesije.</p> <p>2. Stručni radnici iz stava 1. ovoga člana moraju da podlegnu obuke za sticanje novih znanja svake druge godine od dana izdavanja uverenja o položenom ispitu.</p>
<p style="text-align: center;"><b>Neni 94</b> <b>Verifikimi i njohurive</b></p>	<p style="text-align: center;"><b>Article 94</b> <b>Knowledge verification</b></p>	<p style="text-align: center;"><b>Član 94</b> <b>Provera znanja</b></p>
<p>1. Kandidati që nuk e ka dhënë provimin do të dërgohet përsëri për dhënien e provimit, në afat</p>	<p>1. The candidate who has not passed the test shall be asked to take the test again within 15</p>	<p>1. Kandidat koji nije položio ispit ponovno će podleći ispit u roku od 15 dana od dana</p>

<p>prej 15 ditësh nga data e marrjes së rezultateve të provimit.</p> <p>2. Në periudhën deri në dhënien e provimit profesional, apo e ka dhënë atë dhe nuk merr pjese në afatin e përcaktuar për trajnime për përfitimin e njohurive kandidati nuk ka të drejtë që të kryejë punë për të cilat nevojitet provimi profesional dhe trajnimet e parapara.</p> <p style="text-align: center;"><b>Neni 95</b> <b>Rregullat për subjektet e kontrollimeve teknike</b></p> <p>I. Ministri i ngarkuar për transport, për fushën e kontrollit teknik do të miratoj rregulla, për:</p> <p>1.1. kriteret më të afërta për kushtet e lokalit, pajisjes, aparateve dhe kuadrove për subjektin juridik për kontrollim teknik, si dhe kalibrimin dhe verifikimin e aparateve dhe pajisjeve, në pajtim me nenin 89 të këtij ligji</p> <p>1.2. procedurat për kryerjen e punëve të kontrollit teknik,</p> <p>1.3. mënyrën dhe procedurën për lëshimin dhe revokimin e licencës të subjektit juridik për kontrollim teknik,</p> <p>1.4. grupet dhe kategoritë e mjeteve, për të cilat lëshohet autorizimi për kontrollim</p>	<p>days from receipt of the test results.</p> <p>2. In the period up to the professional exam, or passed it and does not take participate in the time specified for training for acquiring knowledge, the candidate is not eligible to perform work which require professional testing and training provided.</p> <p style="text-align: center;"><b>Article 95</b> <b>The rules for the technical control entities</b></p> <p>I. The Minister of Transport shall adopt rules for technical inspection regarding:</p> <p>1.1. the criteria on the settings/offices, equipment, tools and staff, legal persons for technical inspection, and the calibration of tools pursuant to Article 89 of this law;</p> <p>1.2. the procedures for the performance of technical inspection;</p> <p>1.3. the manner and procedure for issuance and revocation of the legal person's license for technical inspection;</p> <p>1.4. the groups and categories of vehicles for which the technical inspection authorization</p>	<p>uzimanja rezultata ispita.</p> <p>2. U periodu do polaganja stručnog ispita, ili položio je ispit ali u utvrđenom roku nije pohađao obuku za sticanje znanja, kandidat nema pravo obavljati poslove za koje se zahteva stručni ispit i predviđena obuka.</p> <p style="text-align: center;"><b>Član 95</b> <b>Pravila o licima za tehnički pregled</b></p> <p>1. Ministar nadležan za prevoz, u oblasti tehničkog pregleda će usvojiti propise o:</p> <p>1.1. približnim kriterijumima o uslovima prostora, opreme, uređaja i kadrova za pravno lice za tehnički pregled kao i za kalibraciju i proveru uređaja i opreme u skladu sa članom 89 ovog zakona;</p> <p>1.2. postupcima za obavljanje tehničkog pregleda,</p> <p>1.3. načinu i postupku za izdavanje i oduzimanje licence pravnom licu za tehnički pregled;</p> <p>1.4. grupama i kategorijama vozila za koje se izdaje ovlašćenje za tehnički pregled vozila;</p>
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<p>teknik të mjeteve,</p> <p>1.5. mënyrën dhe procedurën e dhënies së provimit profesional dhe verifikimit të njohurive, formën dhe përmbajtjen e formularit të vërtetimit për provimin e dhënë, mënyrën e punës së komisionit për realizimin e provimit profesional dhe programin për dhënien e provimit profesional, si dhe mënyrën e mbajtjes së evidencës për provimet e realizuara profesionale nga ana e komisionit, në pajtim me nenin 91 dhe 92 të këtij ligji;</p> <p style="text-align: center;"><b>Neni 96 Inspektimi</b></p>	<p>is issued,;</p> <p>1.5. the manner and procedure of taking the professional test and verification of knowledge, the form and content of the document proving the successful completion of the test, the manner of rok of the professional test panel, and the manner of keeping evidence on the tests administered by the panel, pursuant to Article 91 and 92 of this law;</p> <p style="text-align: center;"><b>Article 96 Supervision</b></p>	<p>1.5. načinu i postupku polaganja stručnog ispita i provere znanja, obliku i sadržaju obrasca uverenja o položenom ispitu, načinu rada komisije za održavanje stručnog ispita ispita i programa za polaganje stručnog ispita kao i način vođenja evidencije o održanim stručnim ispitima od starne komisije u skladu sa članom 91 i 92 ovoga zakona;</p> <p style="text-align: center;"><b>Član 96 Inspekcija</b></p>
<p>Inspektimin e punës së subjekteve juridike për kontrollim teknik e bëjnë zyrtarët e ministrisë.</p> <p style="text-align: center;"><b>Neni 97 Kompetencat e personave zyrtarë</b></p> <p>1. Personi zyrtar ka për detyrë:</p> <p>1.1. Të kontrolloj evidencat në kontroll teknike;</p> <p>1.2. Ti marr të dhënat personale dhe të dhënat tjera nga të dhënat zyrtare dhe bazat tjera të dhënave të cilat nevojiten për të</p>	<p>The supervision of the legal entities for technical inspection is performed by authorized officers of the Ministry.</p> <p style="text-align: center;"><b>Article 97 Competencies of official persons</b></p> <p>1. Authorized official person has the duty to:</p> <p>1.1. Check evidence on technical inspections;</p> <p>1.2. Obtain personal data and other information from official sources and other databases needed to perform the inspection.</p>	<p>Inspekciju rada pravnog lica za tehnički pregled vozila vrše se od zvaničnika ministarstva.</p> <p style="text-align: center;"><b>Član 97 Nadležnosti ovlašćenih osoba</b></p> <p>1. Ovlašćene osobe dužne su:</p> <p>1.1. Kontrolisati evidenciju tehničkih pregleda;</p> <p>1.2. Prikupiti lične i druge podatke od spiska službenih podataka i drugih baza podataka koje su potrebne za vršenje</p>

<p>zbatuar kontrollimin. Këto të dhëna duhet ti epen personave të autorizuar pa kompensim material;</p> <p>1.3. Të siguroj të dhënat dhe të kryej rishikimin e objekteve teknike dhe hapësirës së sigurisë, pajisjeve, formularëve, vulave dhe dokumentacionit tjetër;</p> <p>1.4. Ti marr falas kopjet e dokumenteve të cilat i nevojiten për të zbatuar rishikimin e inspektimit dhe veprimeve;</p> <p>1.5. Pezullon licencën me rastin e konstatimit të mangësive;</p> <p>1.6. Kryen edhe veprime të tjera të cilat janë në përputhje me qëllimet e kontrollit.</p>	<p>These data shall be forwarded to authorized persons without material compensation;</p> <p>1.3. Obtain data and review technical facilities and safe spaces, tools, forms, seals and other paperwork;</p> <p>1.4. Obtain free copies of documents needed to revise the inspections and actions;</p> <p>1.5. Shall suspend the license in case of deficiencies identified;</p> <p>1.6. Performs other actions as needed and pursuant to the purposes of the inspection.</p>	<p>kontrole. Ovi podaci moraju se dati ovlašćenim osobama bez materijalne naknade;</p> <p>1.3. Obezbediti podatke i pregledati tehničke objekte i prostoriju za bezbednost, opremu, obrasce, pečate i drugu dokumentaciju;</p> <p>1.4. Da besplatno uzmu kopije dokumenata koje su potrebne za obavljanje pregleda inspekcije i postupaka;</p> <p>1.5. Obustavlja licencu prilikom utvrđivanja neispravnosti;</p> <p>1.6. Obavlja i druge poslove koje su u skladu sa ciljevima kontrole.</p>
<p style="text-align: center;"><b>Neni 98</b> <b>Masat e zyrtarit të autorizuar</b></p>	<p style="text-align: center;"><b>Article 98</b> <b>The measures of the authorized officer</b></p>	<p style="text-align: center;"><b>Član 98</b> <b>Mere ovlašćenog zvaničnika</b></p>
<p>1. Nëse zyrtari i autorizuar ne bazë të këtij ligji, konstaton që subjekti i kontrollimit teknik të mjeteve, shfrytëzon pajisjet dhe pajimet që nuk janë në rregull, që objekti dhe hapësira nuk i plotësojnë kushtet e parapara, kontrollimet teknike të mjeteve i kryen personi i cili nuk posedon dëshmi trajnimi ose punët që i janë besuar institucionit për kontrollimin teknik të mjeteve nuk kryhen sipas rregullave dhe procedurave të përcaktuara, me vendim do ti</p>	<p>1. If the authorized officer, based on this law determines that the entity uses the vehicle technical control devices and equipment that are not in good condition, the building and spaces do not meet the conditions set, the vehicle technical control, performs person who does not have proof of training, or works entrusted to the institution for technical control of vehicles, are not carried out according to established rules and procedures, by the decision the license shall</p>	<p>1. Ako zvaničnik ovlašćen prema ovom zakonu, utvrdi da lice za tehnički pregled vozila koristi neispravnu opremu i uređaje, da objekat i prostorije ne ispunjavaju propisane uslove, tehnički pregled vozila obavlja osoba koja nema dokaze o osposobljavanju ili poslove poverene instituciji za tehnički pregled vozila ne vrši prema propisanim pravilima i postupcima, rešenjem će se obustaviti licenca do otklanjanja neispravnosti.</p>

<p>pezullohet licenca deri në eliminimin e mangësive.</p> <p>2. Personi i autorizuar i cili vepron në kundërshtim me paragrafin 1. të këtij neni dhe i njëjti e humb të drejtën e ushtrimit të funksionit të mbikëqyrjes së subjekteve për kontrollim teknik (inspektimin e punës).</p>	<p>be suspended until the elimination of the deficiencies.</p> <p>2. The authorized person who acts in contrary to the paragraph 1 of this article and it loses the right to exercise oversight function on the entities of technical control (the inspection of the work).</p>	<p>2. Ovlašćeno lice koje postupa u suprotnosti sa stavom 1. ovog člana, i isti gubi pravo da vrši nadzor lica za tehnički pregled (inspekciju rada).</p>
<p style="text-align: center;"><b>Neni 99</b> <b>Pezullimi dhe revokimi e licencës</b></p>	<p style="text-align: center;"><b>Article 99</b> <b>Suspension and revocation of license</b></p>	<p style="text-align: center;"><b>Član 99</b> <b>Obustavljanje i oduzimanje licence</b></p>
<p>1. Nëse subjekti për kontrollim teknik të mjeteve nuk i eliminon mangësitë e konstatuara, në intervalin kohor prej gjashtë muajve prej datës kur i është pezulluar licenca, zyrtari i autorizuar i propozon Ministrin që të bëjë revokimin e licencës për kryerjen e kontrollimit teknik të mjeteve.</p> <p>2. Kundër këtij vendimi nga paragrafi 1 i këtij neni, në afatin prej 8 ditësh, mund të paraqitet ankesa në Ministrin e cila nuk e shtyn ekzekutimin e vendimit. Ankesa shqyrtohet nga komisioni i caktuar nga Ministri.</p> <p>3. Subjekti i pa kënaqur me vendimin e marrë nga komisioni i cili e ka shqyrtuar ankesën, ka të drejtë të paraqet ankesë në Gjykatën kompetente.</p>	<p>1. If the entity for technical control of vehicles does not eliminate the identified deficiencies within the period of six months from the date when the license has been suspended, the authorized officer proposes to the Minister to revoke the license for performing the vehicle technical control.</p> <p>2. Against the decision from paragraph 1. of this Article, within 8 days, may be appealed to the Ministry which does not postpone the implementation of the decision. The complaint is examined by the committee appointed by the Minister</p> <p>3. The entity who is unsatisfied with the decision taken by the committee that has examined the appeal has the right to submit it to the competent court.</p>	<p>1. Ako lice za tehnički pregled vozila ne otkloni utvrđene nedostatke u roku od šest meseci od dana kada mu je obustavila licenca, ovlašćeni zvaničnik predloži ministru da se oduzima licenca za tehnički pregled vozila.</p> <p>2. Protiv ovog rešenja iz stava 1. ovoga člana, u roku od 8 dana, može se podneti žalba ministarstvu koje ne odloži sprovođenje rešenja. Žalba se razmatra od strane komisije određene od ministra.</p> <p>3. Nezadovoljno lice sa rešenjem donetim od strane komisije koja je razmatrala žalbu, ima pravo da podnese žalbu nadležnom sudu.</p>

<p>4. Dënohet me gjobë prej tremijë e pesëqind (3.500) deri tetëmijë e pesëqind (8.500) €, subjekti i kontrollimit teknik nëse vepron në kundërshtim me rregullat e paragrafit 1. të këtij neni.</p>	<p>4. A fine of three thousand and five hundred (3.500) up to eight thousand and five hundred (8.500) is imposed on the technical control entity €, for acting in contrary to the provisions of paragraph 1. of this Article.</p>	<p>4. Novčanom kaznom od tri hiljade i petsto (3.500) do osam hiljada i petsto (8.500) € kažnjava se lice za tehnički pregled ukoliko postupa suprotno odredbama stava 1. ovog člana.</p>
<p style="text-align: center;"><b>Neni 100</b> <b>Qasja në informatat e riparimeve dhe mirëmbajtjen e mjeteve</b></p> <p>1. Informatat për riparimin dhe mirëmbajtjen e mjeteve janë të nevojshme për konstatimin e gjendjes së mjeteve, servisimit, rishikimit, rishikimeve të rregullta, riparimeve, ri programimeve dhe ri integrimëve të mjeteve ose konstatimin e gjendjes së mjeteve në largësi përfshirë edhe ndryshimet e mëvonshme dhe plotësimet e informatave duke përfshirë të gjitha të dhënat e nevojshme për montimin e pjesëve dhe pajisjeve të mjeteve.</p> <p>2. Me kërkesën e pronarit të mjetit subjekti për mbikqyrjen e subjekteve për kontrollim teknik i lëshon palës vetetimin për kilometrat e kaluara të mjetit.</p>	<p style="text-align: center;"><b>Article 100</b> <b>The access to information on the repair and maintenance of vehicles</b></p> <p>1. The information on maintenance and repair of vehicles is necessary to establish the condition of the vehicle, servicing, revision, repair, reprogramming, and reintegration of vehicles or the condition of vehicles at a distance, including later changes and supplementary information, including all the data on the installations of parts and tools of the vehicles.</p> <p>2. By the request of the vehicle's owner, the supervising entity of the technical control entities, issues a certification for the party, on the passed kilometers of the vehicle.</p>	<p style="text-align: center;"><b>Član 100</b> <b>Pristup informacijama o popravljanju i održavanju vozila</b></p> <p>1. Informacije o popravljanju i održavanju vozila su potrebne za utvrđivanje stanju vozila, servisiranja, redovnih pregleda, popravljanja, reprogramiranja i reintegracija vozila ili za utvrđivanje stanje vozila u daljini, uključujući i kasnija nastale izmene i dopunjavanje informacija sa potrebnim podacima o montiranju delova i opreme vozila.</p> <p>2. Na zahtev vlasnika vozila, lice za nadzor lica za tehnički pregled izdaje stranci potvrdu o pređenim kilometrima vozila.</p>
<p style="text-align: center;"><b>Neni 101</b> <b>Kompensimi për qasje</b></p> <p>1. Prodhuesi ose përfaqësuesi i prodhuesit duhet në përputhje me specifikime teknike për mjete me kompensim të arsyeshëm të shpenzimeve iu</p>	<p style="text-align: center;"><b>Article 101</b> <b>Reimbursement for Access</b></p> <p>1. The manufacturer or his representative must, pursuant to technical specifications and for reasonable compensation, enable all vehicle</p>	<p style="text-align: center;"><b>Član 101</b> <b>Naknada za pristup</b></p> <p>1. Proizvođač ili zastupnik proizvođača treba da u skladu sa tehničkim specifikacijama vozila, uz određenu naknadu troškova, omogućava svim</p>

<p>mundëson të gjithë mirëmbajtësve të mjeteve të interesuar të kenë qasje të pakufizuara në informata teknike, diagnostike dhe pajisje, sisteme duke i përfshirë këtu të gjitha programet elektronike (softuer) përkatëse të cilat lejojnë qasje në informata për riparimin dhe mirëmbajtjen e mjeteve.</p> <p>2. Dënohet me gjobë në vlerë prej katërmijë (4000) € dënohet prodhuesi cili vepron në kundërshtim me dispozitat e këtij neni ndërsa personi përgjegjës dënohet me gjobë prej katërqind (400) €.</p> <p><b>KAPITULLI IX KONTROLLIMI I RREGULLËSISË TEKNIKE NË RRUGË</b></p> <p><b>Neni 102 Kontrolli teknik mobil</b></p> <p>1. Kontrollimin teknik mobil në rrugë e kryen Ministria ose subjektet e autorizuar nga ministria.</p> <p>2. Ministria me akt nënligjor do të përcaktojë kushtet dhe kriteret të cilat duhet ti plotësojë subjekti për kontrollim teknik mobil.</p>	<p>maintenance subjects to have unlimited access to technical information, diagnostics and equipment, systems including electronic systems (software), which enable access to information on the maintenance and repair of vehicles.</p> <p>2. A fine of four thousand (4.000) € is imposed on the manufacturer acting contrary to the provisions of this Article, while a fine of four hundred (400) € is imposed on the person responsible.</p> <p><b>CHAPTER IX TECHNICAL ROADSIDE INSPECTION OF THE ROADWORTHINESS</b></p> <p><b>Article 102 Mobile technical inspection</b></p> <p>1. The mobile technical inspection on the road performs the Ministry or the entities authorized by the Ministry.</p> <p>2. The Ministry by sub-legal act shall determine the conditions and criteria which the entity for mobile technical inspection must meet.</p>	<p>licima za održavanje vozila da imaju neograničeni pristup tehničkom informacijama, dijagnozi i opreme, sistemima uključujući i odgovarajuće elektroničke programe (softvere) koje dozvole pristup informacija za popravlanje i održavanje vozila.</p> <p>2. Novčanom kaznom od četiri hiljade (4.000) € se kažnjava proizvođač koji postupa u suprotnosti sa odredbama ovog člana, dok novčana kazna od četiristo (400) € se kažnjava odgovorna osoba.</p> <p><b>POGLAVLJE IX PREGLED TEHNIČKE ISPRAVNOSTI NA PUTU</b></p> <p><b>Član 102 Mobilni tehnički pregled</b></p> <p>1. Mobilni tehnički pregled na putu obavlja Ministarstvo ili lica ovlašćena od strane ministarstva.</p> <p>2. Ministarstvo podzakonskim aktom utvrđuje uslove i kriterijume koji lice za mobilni tehnički pregled mora da ispuni.</p>
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<p style="text-align: center;"><b>Neni 103</b> <b>Zbatueshmëria</b></p> <p>1. Kontrollit teknik mobil në rrugë i nënshtrohen mjetet të cilat arrijnë të zhvillojnë shpejtësinë mbi 25 km/h.</p> <p>1.1. automjetet e projektuara dhe të konstruara kryesisht për transportin e personave dhe valixheve, mjetet e kategorisë M1, M2 dhe M3;</p> <p>1.2. automjetet e projektuara dhe konstruara për transportin e mallrave kategoria e mjeteve N1, N2 dhe N3;</p> <p>1.3. rimorkio e dizajnuara dhe të ndërtuar për transportin e mallrave ose personave, si edhe për akomodimin e personave, që kanë masë maksimale që tejkalon 3.5t, kategoritë e automjeteve O3 dhe O4;</p> <p>1.4. traktorët me rrota të kategorisë T5 përdorimi i të cilave kryesisht zhvillohet në rrugët publike për qëllime komerciale të transportimit rrugor, tek të cilat shpejtësia më e madhe e projektuar tejkalon 40 km/h.</p>	<p style="text-align: center;"><b>Article 103</b> <b>Applicability</b></p> <p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p> <p>1.1. motor vehicles designed and constructed primarily for the carriage of persons and their luggage— vehicle categories M1, M2 and M3;</p> <p>1.2. motor vehicles designed and constructed primarily for the carriage of goods vehicle categories N1, N2 and N3;</p> <p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tones — vehicle categories O3 and O4;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.</p>	<p style="text-align: center;"><b>Član 103</b> <b>Primena</b></p> <p>1. Vozila koja uspevaju da razvijaju brzinu preko 25 km/h podležu mobilnom tehničkom pregledu.</p> <p>1.1. motorna vozila projektovana i izgrađena prvenstveno za prevoz lica i njihovog prtljaga, vozila kategorije M1, M2 i M3;</p> <p>1.2. motorna vozila projektovana i izgrađena prvenstveno za prevoz robe kategorija vozila N1, N2 i N3;</p> <p>1.3. prikolice projektovane i izgrađene za prevoz robe ili lica, kao i za smeštaj ljudi, sa maksimalnom masom veće od 3,5 tona - kategorije vozila O3 i O4;</p> <p>1.4. traktori sa kotačima kategorije T5, čija upotreba uglavnom se odvija na javnim putevima u komercijalne svrhe drumskog prevoza, maksimalne projektovane brzinom od preko 40 km/h.</p>
<p style="text-align: center;"><b>Neni 104</b> <b>Inspektimi i mjeteve në rrugë</b></p> <p>1. Përzgjedhja e automjetit për kontrollimin e rregullsisë teknike në rrugë si dhe gjatë kryerjes</p>	<p style="text-align: center;"><b>Article 104</b> <b>The inspection</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that</p>	<p style="text-align: center;"><b>Član 104</b> <b>Inspekcija vozila na putevima</b></p> <p>1. Pri izboru vozila za tehnički pregled na putu i pri vršenju te inspekcije, ovlašćeni zvaničnici i</p>

<p>kontrollimi, zyrtarët e autorizuar dhe inspektuesit duhet të përmbahen nga çfarëdo diskriminimi.</p> <p>2. Kompensimi për angazhimin e njësisë mobile nuk është i lidhur drejtpërdrejt me rezultatet fillestare apo të detajuara të kontrollit të rregullsisë teknike të mjetit.</p> <p>3. Inspektimet e detajuara të rregullsisë teknike në rrugë duhet të kryhen nga inspektuesit të cilët i plotësojnë kërkesat minimale të kompetencës dhe trajnimeve të përcaktuara me akt nënligjorë nga Ministria.</p> <p style="text-align: center;"><b>Neni 105</b> <b>Përzgjedhja e automjeteve për kontrollim teknik fillestar në rrugë</b></p> <p>1. Me rastin e përcaktimit të automjetit i cili do të nënshtrohet kontrollimit teknik fillestar në rrugë, zyrtarët e autorizuar mund të zgjedhin, si prioritet, automjetet që operojnë nga subjektet të cilat për fushëveprim e kanë operimin me rrezik të lartë. Automjetet gjithashtu mund të përzgjedhjen në mënyrë të rastësishme për inspektim, apo kur ekziston dyshimi se automjeti paraqet një rrezik për sigurinë rrugore ose për mjedisin.</p>	<p>inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>3. More detailed technical roadside inspections shall be carried out by inspectors who fulfill the minimum competence and training requirements laid by sub-legal act of the Ministry.</p> <p style="text-align: center;"><b>Article 105</b> <b>Selection of vehicles for initial technical roadside inspection</b></p> <p>1. When identifying vehicles to be subject to an initial technical roadside inspection, the authorized officers may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p>inspektori treba se uzdržati bilo kakve diskriminacije.</p> <p>2. Naknada za angažovanje mobilne jedinice nisu direktno povezano sa početnim ili detaljnim rezultatima pregleda tehničke ispravnosti vozila.</p> <p>3. Detaljnije preglede tehničke ispravnosti na putu treba da se sprovode od inspektora koji ispunjavaju minimalne zahteve u pogledu stručnosti i osposobljenosti utvrđene na podzakonskim aktom Ministarstva.</p> <p style="text-align: center;"><b>Član 105</b> <b>Izbor vozila za početni pregled tehničke ispravnosti na putu</b></p> <p>1. Prilikom izbora vozila koje će da podleže početni tehnički pregleda na putu, ovlašćeni službenici mogu izabrati, kao prioritet, vozila kojima upravljaju lica koja su profila sa visokim rizikom. Vozila takođe mogu biti odabrana nasumice za inspekciju ili gde postoji sumnja da vozilo predstavlja rizik za bezbednost na putu ili po životnu sredinu.</p>
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<p>2. Ministria me një akt të veçantë do të përcaktojë procedurat për kontrollimin teknik fillestar në rrugë.</p> <p style="text-align: center;"><b>Neni 106</b> <b>Përmbajtja dhe metodat e inspektimeve teknike në rrugë</b></p> <p>1. Ministria duhet të sigurojë që automjetet e përzgjedhura në pajtim me nenin 103 të këtij ligji i nënshtrohen inspektimit teknik fillestar në rrugë.</p> <p>2. Në çdo inspektim teknik fillestar të automjetit, inspektuesi:</p> <p style="padding-left: 20px;">2.1. duhet të kontrollojë certifikatën e fundit të rregullsisë teknike dhe raportin e inspektimit teknik në rrugë, të cilat duhet të jenë në dispozicion e të mbahen në automjet;</p> <p style="padding-left: 20px;">2.2. duhet të kryej vlerësimin vizual të gjendjes teknike të automjetit;</p> <p style="padding-left: 20px;">2.3. bënë një vlerësim vizual të sigurimit të ngarkesës së automjetit,</p> <p style="padding-left: 20px;">2.4. mund të kryej kontrolle teknike me cilëndo metodë që konsiderohet e përshtatshme. Kontrollat e tilla teknike mund të kryhen në mënyrë që të arsyetohet</p>	<p>2. The Ministry by special act shall determine the procedures for initial technical roadside inspection.</p> <p style="text-align: center;"><b>Article 106</b> <b>Contents and methods of technical roadside inspections</b></p> <p>1. Ministry shall ensure that vehicles selected in accordance with Article 103 are subject to an initial technical roadside inspection.</p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p style="padding-left: 20px;">2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board,</p> <p style="padding-left: 20px;">2.2. shall carry out a visual assessment of the technical condition of the vehicle;</p> <p style="padding-left: 20px;">2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p> <p style="padding-left: 20px;">2.4. may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle</p>	<p>2. Ministarstvo posebnim aktom utvrđuje postupke za početni tehnički pregled na putu.</p> <p style="text-align: center;"><b>Član 106</b> <b>Sadržaj i metode tehničkih inspekcija na putu</b></p> <p>1. Ministarstvo treba obezbediti da vozila odabrana u skladu s člankom 103. ovog zakona podležu početnoj inspekciji tehničke ispravnosti na putu.</p> <p>2. Prilikom svakog početne inspekcije tehničke ispravnosti na putu vozila, inspektor:</p> <p style="padding-left: 20px;">2.1. treba proveriti zadnju potvrdu tehničke ispravnosti i izveštaj tehničke inspekcije na putu, koji treba da budu uvek na raspolaganju i da se drže u vozilu.</p> <p style="padding-left: 20px;">2.2. vrši vizualnu procenu tehničkog stanja vozila;</p> <p style="padding-left: 20px;">2.3. vrši vizualnu procenu bezbednosti tereta vozila;</p> <p style="padding-left: 20px;">2.4. može vršiti tehničke provere primenom bilo koje metode koja se smatra odgovarajuća. Takve tehničke provere mogu se sprovoditi kako bi se obrazložila odluka o</p>
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<p>vendimi për të paraqitur automjetin për një inspektim më të detajuar të rregullsisë teknike në rrugë, ose të kërkojë që mangësitë të korrigjohen menjëherë në rast se një gjë e tillë është e mundur.</p> <p>3. Inspektuesi duhet të verifikojë nëse ndonjëra nga mangësitë e paraqitura në raportin paraprak të inspektimit teknik në rrugë është korrigjuar</p> <p>4. Në bazë të rezultatit të inspektimit fillestar, inspektuesi duhet të vendosë nëse automjeti ose rimorkio i tij duhet të nënshtrohet një inspektimi më detajuar në rrugë.</p>	<p>to a more detailed technical roadside inspection, or require that the deficiencies be corrected immediately if such a thing is possible.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p> <p>4. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>podvrgavanju vozila detaljnijem pregledu tehničke ispravnosti na putu ili kako bi tražio da nedostaci uklanjanju odmah ukoliko je to moguće.</p> <p>3. Inspektor treba da proverava ukoliko uklonjeni nedostaci utvrđeni u prethodni izveštaj o pregledu tehničke ispravnosti na putu su ispravljeni.</p> <p>4. Na osnovi rezultata početnog pregleda inspektor odlučuje ukoliko vozilo ili njegova prikolica trebalo podvrgnuti detaljnijoj inspekciji na putu.</p>
<p style="text-align: center;"><b>Neni 107</b> <b>Inspektim i detajuar teknik</b></p>	<p style="text-align: center;"><b>Article 107</b> <b>Detailed technical roadside inspections</b></p>	<p style="text-align: center;"><b>Član 107</b> <b>Detaljna tehnička inspekcija</b></p>
<p>Inspektim i detajuar teknik në rrugë duhet të mbulojë ato pajisje të listuar të cilat konsiderohen të nevojshme dhe të rëndësishme, duke marrë parasysh në mënyrë të veçantë sigurinë e frenave, gomave, rrotave, shasisë dhe ndikimin e dëmshëm, dhe metodat e rekomanduara të zbatueshme për testimin e atyre mjeteve.</p>	<p>A more detailed technical roadside inspection shall cover those items listed that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p>Detaljna tehnička inspekcija na putu obuhvata one navedene uređaje koje se smatraju neophodnima i značajnim, posebno uzimajući u obzir bezbednost kočnica, guma, kotača, šasije i štetni uticaj kao i preporučene metode primenjene za ispitivanje tih sprava.</p>
<p style="text-align: center;"><b>Neni 108</b> <b>Përreaktimi i pajisjeve për verifikim dhe kontrollim</b></p>	<p style="text-align: center;"><b>Article 108</b> <b>Roadworthiness Certificate</b></p>	<p style="text-align: center;"><b>Član 108</b> <b>Određivanje opreme za proveru i kontrolu</b></p>
<p>Përmbajtja e listës së mjeteve të cilat duhet ti</p>	<p>The content of the list of vehicles that should be</p>	<p>Sadržaj spiska sprava koje će podleći</p>

<p>nënshtrohen testimi, do të përcaktohet me akt nënligjor nga Ministria.</p> <p style="text-align: center;"><b>Neni 109</b> <b>Objektet e inspektimit</b></p> <p>1. Inspektimi i detajuar teknik në rrugë kryhet duke përdorur njësinë mobile të inspektimit e cila rregullohet me akt nënligjorë nga Ministria.</p> <p>2. Shërbimi i kontrollimit teknik mobil në rrugë kompensohet nga ministria përgjegjëse për transport.</p>	<p>subject to testing will be determined by sub-legal act by the Ministry.</p> <p style="text-align: center;"><b>Article 109</b> <b>Inspection facilities</b></p> <p>1. Detailed technical inspection carried out using road mobile inspection unit, which is regulated by sub-legal act of the Ministry.</p> <p>2. The mobile technical inspection service on the road is compensated by the ministry in charge for transport.</p>	<p>ispitivanju, utvrđivaće podzakonskim aktom ministarstva.</p> <p style="text-align: center;"><b>Član 109</b> <b>Objekti za inspekciju</b></p> <p>1. Detaljan tehnički pregled obavlja korišćenjem put mobilni inspekciju, koja je regulisana za podzakonskim aktom Ministarstva.</p> <p>2. Usluge za tehnički pregled na putu se nadoknađuje od strane odgovarajućeg ministarstva za prevoz.</p>
<p style="text-align: center;"><b>Neni 110</b> <b>Njësia mobile për kontrollim teknik të mjeteve</b></p> <p>Njësitet mobile për inspektim rregullsisë teknike në rrugë duhet të posedojnë pajisjet përkatëse për kryerjen e inspektimit detal të rregullsisë teknike të mjetit, përfshirë pajisjen e nevojshme për vlerësimin e gjendjes së frenave dhe efikasitetin e frenave, sistemin e drejtimit, mbështetjen dhe kontrollin e gazrave të liruar në ambient.</p>	<p style="text-align: center;"><b>Article 110</b> <b>Mobile inspection unit for vehicle technical control</b></p> <p>Mobile inspection units shall include appropriate equipment for carrying out a more detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and break efficiency, steering, suspension and nuisance of the vehicle as required.</p>	<p style="text-align: center;"><b>Član 110</b> <b>Mobilna jedinica za tehnički pregled vozila</b></p> <p>Mobilne jedinice za inspekciju tehničke ispravnosti na putu treba da imaju odgovarajuću opremu za sprovođenje detaljnije inspekcije tehničke ispravnosti vozila, uključujući potrebnu opremu za procenu stanja i učinka kočnica, sistema za upravljanje, podršku i kontrolu izduvnih gasova u životnu sredinu.</p>

<p align="center"><b>Neni 111</b> <b>Certifikata e inspektimit</b></p> <p>Për çdo automjet që do të inspektohet, ofrohet një listë e mangësive të mundshme dhe nivelin e tyre të rrezikshmërisë e cila do të përdoret gjatë inspektimeve teknike në rrugë. Përmbajtja e listës do të përcaktohet me akt nënligjor nga Ministria.</p>	<p align="center"><b>Article 111</b> <b>The content of the list</b></p> <p>For each item to be inspected, provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections. The content of the list will be determined by sub-legal act of the Ministry.</p>	<p align="center"><b>Član 111</b> <b>Potvrda inspekcije</b></p> <p>Za svaku vozilo kojoj se vrši inspekcija, daje se spisak mogućih nedostataka i njihov nivo rizika koja će se koristiti prilikom tehničkih inspekcija na putu. Sadržaj spiska će se odrediti podzakonskim aktom ministarstva.</p>
<p align="center"><b>Neni 112</b> <b>Vlerësimi i mangësive</b></p> <p>1. Mangësitë e gjetura gjatë inspektimeve teknike të automjeteve kategorizohen në njërën prej kategorive të mëposhtme:</p> <p>1.1. mangësi të vogla të cilat nuk kanë efekt të rëndësishëm në sigurinë e automjetit ose ndikimit në mjedis, dhe mospërputhjeve të tjera të vogla.</p> <p>1.2. mangësi të mëdha të cilat mund të dëmtojnë sigurinë e automjetit ose kanë ndikim në mjedis ose vënë përdoruesit e tjerë të rrugës në rrezik, apo edhe mospërputhjes të tjera më të rëndësishme;</p> <p>1.3. mangësi të rrezikshme që përbëjnë një rrezik të drejtpërdrejtë dhe të menjëhershëm për sigurinë rrugore ose që kanë një ndikim në mjedis.</p>	<p align="center"><b>Article 112</b> <b>Assessment of deficiencies</b></p> <p>1. Deficiencies found during technical roadside inspections of vehicles shall be categorized in one of the following groups:</p> <p>1.1. minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>1.3. dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p>	<p align="center"><b>Član 112</b> <b>Procena nedostataka</b></p> <p>1. Nedostaci utvrđeni tokom inspekcije tehničke ispravnosti na putu svrstavaju se u jednu od ovih kategorija:</p> <p>1.1. manji nedostaci koji nemaju znatan uticaj na bezbednost vozila ili uticaj na životnu sredinu i drugih manjih neusklađenosti;</p> <p>1.2. veći nedostaci koji mogu ugroziti bezbednost vozila ili uticati na životnu sredinu ili dovesti će druge učesnike saobraćaja u opasnost ili druge veće neusklađenosti;</p> <p>1.3. opasni nedostaci koji čine direktan i neposredan rizik za bezbednost na putevima ili imaju uticaj na okolinu.</p>

<p>2. Nëse gjate inspektimit te mjetit ne rruge identifikohen mangësitë nga pika 1.1 e paragrafit 1 te ketij neni, atëherë nuk shqiptohet gjobe, me këtë rast personi fizik ose juridik obligohet qe te mënjanojë mangësitë e identifikuara. Dënohet me gjobe nga njëqind (100) € personi fizik ose juridik qe vepron ne kundërshtim me këtë paragraf.</p>	<p>2. If during the roadside inspection of the vehicle are identified the deficiencies from point 1.1 of the paragraph 1 of this Article, then no fine is imposed, in this case the legal or natural person is obliged to correct the identified deficiencies. A fine of one hundred (100) € is imposed on the legal or natural person that acts in contrary to this paragraph.</p>	<p>2. Ako tokom putu inspekcija vozila su identifikovani nedostaci iz tačke 1.1 u stav 1. ovog člana, onda se ne nameće novčana kazna, u ovom slučaju pravno ili fizičko lice dužno je da ispravi identifikovane nedostaci. Novčanom kaznom od sto (100) € je izrečena na pravno ili fizičko lice koje deluje u suprotnosti sa ovog stava.</p>
<p>3. Nëse gjate inspektimit teknik te mjetit ne rruge identifikohen mangësitë nga pika 1.2. e paragrafit 1 te ketij neni, atëherë personi fizik ose juridik dënohet me gjobe nga njëqind e pesëdhjetë (150) €. Me këtë rast mjetit I konfiskohen tabelat e regjistrimit deri ne dorëzimin e dëshmisë mbi mënjanimin e mangësive te identifikuara.</p>	<p>3. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.2 of the paragraph 1 of this Article, then the natural or legal person will be fined from one hundred and fifty (150) €. In this case the registration tables of the vehicle shall be confiscated until the delivery of the evidence on the elimination of deficiencies identified.</p>	<p>3. Ako tokom tehničke inspekcije vozila na putu se identifikuju nedostaci iz tačke 1.2 stava 1. ovog člana, onda fizičko ili pravno lice se kažnjava novčanom kaznom od sto pedeset (150) €. U tom slučaju, vozilu se oduzimaju registarske tablice do dostavljanja dokaza o otklanjanju identifikovanih nedostataka.</p>
<p>4. Nëse gjate inspektimit teknik te mjetit ne rruge identifikohen mangësitë nga pika 1.3. e paragrafit 1 te ketij neni, atëherë personi fizik ose juridik dënohet me gjobe nga dyqind e pesëdhjetë (250) €. Me këtë rast mjetit i konfiskohen tabelat e regjistrimit dhe largohet nga komunikacioni deri ne dorëzimin e dëshmisë mbi mënjanimin e mangësive te identifikuara.</p>	<p>4. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the natural or legal person shall be fined from two hundred and fifty (250) €. In this case the registration tables of the vehicle shall be confiscated as well as the removal of that vehicle from traffic until the delivery of the evidence on the elimination of deficiencies identified.</p>	<p>4. Ako u toku tehničke inspekcije na putu se identifikuju nedostatke iz tačke 1.3 stava 1. ovog člana, onda fizičko ili pravno lice se kažnjava novčanom kaznom od dve stotine i pedeset (250) €. U tom slučaju registarske tablice se oduzimaju i uklanja se to vozilo iz saobraćaja do dostavljanja dokaza o otklanjanju identifikovanih nedostataka.</p>
<p>5. Dënohet me gjobë nga tremijë e pesëqind (3.500) deri ne pesëmijë (5000) € subjekti i</p>	<p>5. A fine of three thousand and five hundred (3.500) up to five thousand (5000) € is imposed</p>	<p>5. Novčanom kaznom od tri hiljade i petsto (3.500) do pet hiljada (5000) € se kažnjava</p>

<p>juridik për kontrollim teknik në rrugë që vepron në kundërshtim me dispozitat e këtij neni.</p> <p style="text-align: center;"><b>Neni 113</b> <b>Automjeti me më shumë mangësi</b></p> <p>Automjeti i cili ka më shumë mangësi se grupet e mangësive të lartpërmendura në nenin 112 të këtij ligji, duhet të klasifikohen në grupin që korrespondon me mangësitë më serioze. Automjeti i cili tregon disa mangësi në kuadër të fushave të njëjta të inspektimit siç përcaktohen në fushëveprimin e inspektimit të rregullsisë teknike në rrugë, me akt nënligjorë nga Ministria, mund të klasifikohet në grupin tjetër me mangësitë më serioze nëse konsiderohet se efekti i kombinuar i këtyre mangësive rezulton në një rrezik me të lartë për sigurinë rrugore.</p> <p style="text-align: center;"><b>Neni 114</b> <b>Aktet nënligjore</b></p> <p>1. Ministria me akt nënligjor përcakton sistemin e kontrollimit të rregullsisë së mjetit në kontrollimin teknik të rregullt dhe në rrugë, detyrimet e përgjithshme:</p>	<p>on the legal entity for technical roadside inspection who act in contrary to the provisions of this article.</p> <p style="text-align: center;"><b>Article 113</b> <b>Vehicle with more deficiencies</b></p> <p>A vehicle having deficiencies falling into more than one of the deficiency groups referred to in Article 110 of this Law, shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection as defined by sub-legal act of the Ministry, may be classified in the next most serious deficiency group if it is group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p> <p style="text-align: center;"><b>Article 114</b> <b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act sets the technical roadside inspection system and general obligations:</p>	<p>pravno lice za tehnički pregled na putu koji postupa u suprotnosti sa odredbama ovog člana.</p> <p style="text-align: center;"><b>Član 113</b> <b>Vozilo sa više nedostataka</b></p> <p>Vozilo koje ima mnogo nedostataka nego grupe navedenih nedostataka iz člana 112. ovog zakona, treba da se razvrstavaju u grupu koja odgovara ozbiljnim nedostacima. Vozilo koje pokazuje nekoliko nedostataka u okviru iste inspeksijske oblasti kao što je definisano u okviru tehničke inspekcije na putu podzakonskim aktom ministarstva, može se svrstati u grupi sa više ozbiljnijim nedostacima ukoliko se smatra da kombinovani efekat tih nedostataka rezultira većim rizikom za bezbednost na putevima.</p> <p style="text-align: center;"><b>Član 114</b> <b>Podzakonski akti</b></p> <p>1. Ministarstvo podzakonskim aktom setovi sistem kontrole ispravnosti vozila u tehničkom pregledom i na putu, opšte obaveze;</p>
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<p>1.1. Klasifikimin e kategorive të automjeteve;</p> <p>1.2. Sistemin e kontrollimit në rrugë;</p> <p>1.3. Përqindja e automjeteve të kontrolluara;</p> <p>1.4. Sistemi i shkallës së rrezikshmërisë;</p> <p>1.5. Përgjegjësitë;</p> <p>1.6. Vlerësimi i mangësive;</p> <p>1.7. Kontrolli i sigurimit të ngarkesës;</p> <p>1.8. Kompensimi i procedurës në raste të mangësive të mëdha dhe të rrezikshme;</p> <p>1.9. Tarifat e inspektimit;</p> <p>1.10. Raporti i inspektimeve dhe baza e të dhënave të inspektimeve të rregullive teknike në rrugë.</p>	<p>1.1. Classification vehicle categories;</p> <p>1.2. Roadside inspection system;</p> <p>1.3. Percentage of vehicles to be inspected;</p> <p>1.4. Risk rating system;</p> <p>1.5. Responsibilities;</p> <p>1.6. Assessment of deficiencies;</p> <p>1.7. Cargo insurance control;</p> <p>1.8. Follow-up in the case of major or dangerous deficiencies;</p> <p>1.9. Inspection fees;</p> <p>1.10. Report of Inspection and data base of the technical roadside inspections.</p>	<p>1.1. Svrstavanje kategorija vozila;</p> <p>1.2. Sistem kontrole na putu;</p> <p>1.3. Procenat kontrolisanih vozila;</p> <p>1.4. Sistem nivoa rizika;</p> <p>1.5. Odgovornosti;</p> <p>1.6. Procena nedostataka;</p> <p>1.7. Kontrola bezbednosti tereta</p> <p>1.8. Nadoknada postupka u slučaju većih ili opasnih nedostataka;</p> <p>1.9. Naknade za inspekciju;</p> <p>1.10. Izveštaj o inspekciji i baza podataka inspekcija tehničke ispravnosti na putu.</p>
<p style="text-align: center;"><b>Neni 115</b> <b>Dënimet</b></p>	<p style="text-align: center;"><b>Article 115</b> <b>Penalties</b></p>	<p style="text-align: center;"><b>Član 115</b> <b>Kazne</b></p>
<p>1. Për mangësitë e konstatuara sipas nenit 113 të këtij ligji, dënohet me gjobë njëqind (100) €, shoferi automjeti i të cilit gjatë kontrollimit të rregullsisë teknike në rrugë nuk është në rregull.</p>	<p>1. For an offense is punished by a fine of one hundred (100) €, a driver whose vehicle during the roadside inspection is wrong.</p>	<p>1. Za utvrđene nedostatke prema članu 113 ovog zakona, kažnjava se novčanom kaznom od sto (100) €, vozač čije vozilo nije ispravno u toku inspekcije tehničke ispravnosti.</p>

<p>2. Për mangësitë e konstatuara sipas nenit 113 të këtij ligji, dënohet me gjobë gjashtëqind (600) €, edhe subjekti juridik ose institucioni publik në pronësi të të cilit është mjete.</p>	<p>2. A fine of two hundred (200) € up to six hundred (600) is imposed on a legal entity or the public institution on whose ownership the vehicle is.</p>	<p>2. Za utvrđene nedostatke prema članu 113 ovog zakona, kažnjava se novčanom kaznom od šest stotina (600) € i pravno lice, odnosno javna ustanova na čijem vlasništvo je vozilo.</p>
<p><b>KAPITULLI X</b> <b>MJETET JASHTË QARKULLIMIT</b></p>	<p><b>CHAPTER X</b> <b>END-OF LIFE VEHICLES</b></p>	<p><b>POGLAVLJE X</b> <b>VOZILA VAN SAOBRAĆAJA</b></p>
<p><b>Neni 116</b> <b>Mjeti jashtë përdorimit</b></p>	<p><b>Article 116</b> <b>End of life Vehicles</b></p>	<p><b>Član 116</b> <b>Vozila van upotrebe</b></p>
<p>1. Automjetet te cilat janë jashtë përdorimit duhet të asgjësohen dhe menaxhohen nga subjektet juridike të autorizuara nga Ministria përgjegjëse për ambient.</p>	<p>1. End of life vehicles shall be destroyed and managed by the legal persons authorized by the responsible Ministry for environment</p>	<p>1. Vozila koja su van upotrebe treba da se unište ili da su pod upravom pravnih lica ovlašćena od ministarstva nadležne za zaštitu životne sredine.</p>
<p>2. Parandalimi, grumbullimi, përdorimi i serishëm, riciklimi i automjeteve jashtë përdorimit do të përcaktohen me akt nënligjor nga Ministria përgjegjëse për ambient.</p>	<p>2. Prevention, collection, reuse, recycling and recovery of end of life vehicles will be determined by sub legal act issued by relevant Ministry of Environment.</p>	<p>2. Sprečavanje, prikupljanje, ponovna upotreba, reciklaža vozila van upotrebe određivaće se podzakonskim aktom od ministarstvo nadležne za zaštitu životnu sredinu.</p>
<p><b>Neni 117</b> <b>Parandalimi</b></p>	<p><b>Article 117</b> <b>Prevention</b></p>	<p><b>Član 117</b> <b>Sprečavanje</b></p>
<p>1. Në parandalimin e mbetjeve të automjeteve jashtë përdorimit duhet që:</p>	<p>1. In the prevention of waste of the vehicles out of use shall:</p>	<p>1. U sprečavanju otpada od vozila van upotrebe treba da:</p>
<p>1.1 Prodhuesit e automjeteve, në bashkëpunim me prodhuesit e materialeve dhe pajisjeve, të kufizojnë përdorimin e</p>	<p>1.1 Vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in</p>	<p>1.1 Proizvođači vozila, u saradnji sa proizvođačima materijala i opreme, ograničavaju upotrebu opasnih materija u</p>

<p>substancave të rrezikshme në automjete dhe të zvogëlojnë ato sa më shumë që të jetë e mundur nga konceptimi i automjetit më tutje, në mënyrë që të parandalohet lirim i tyre në mjedis, të bëjë riciklimin më të lehtë, dhe të shmangë nevojën për shkatërrimin e mbetjeve të rrezikshme;</p> <p>1.2. Projektimin dhe prodhimin e mjeteve të reja të cilat marrin në konsideratë të plotë dhe lehtësojnë çmontimin, ripërdorimin dhe rikuperimin, në veçanti riciklimin e automjeteve jashtë përdorimit, komponentët dhe materialet e tyre;</p> <p>1.3. Prodhuesit e automjeteve, në bashkëpunim me prodhuesit e materialeve dhe pajisjeve, të integrojnë një sasi të lartë të materialit të ricikluar në automjete dhe produkte të tjera, në mënyrë që të zhvillohen tregjet për materiale të riciklueshme;</p> <p>1.4. Të sigurojnë që materialet dhe pjesët përbërëse të automjeteve të vëna në treg nuk përmbajnë plumb, merkur, kadmium ose krom kromin, përveç në rastet e përcaktuara.</p> <p style="text-align: center;"><b>Neni 118 Grumbullimi</b></p>	<p>vehicles and to reduce them as far as possible from the conception of the vehicle onwards, so as in particular to prevent their release into the environment make recycling easier, and avoid the need to dispose of hazardous waste.</p> <p>1.2. The design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles, their components and materials.</p> <p>1.3. Vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.</p> <p>1.4. Ensure that materials and components of vehicles put on the market do not contain lead, mercury, cadmium or hexavalent chromium besides determined cases.</p> <p style="text-align: center;"><b>Article 118 Collection</b></p>	<p>vozilima i smanje ih, u najvećoj mogućoj meri od dalje koncepcije vozila, kako da bi se posebno sprečilo njihovo oslobađanje u okolinu, da recikliranje bude lakše i izbegla se potreba za uništavanjem opasnog otpada.</p> <p>1.2. Projektiranje i proizvodnja novih vozila koje u potpunosti vode računa i omogućuju lakše rastavljanje, ponovnu upotrebu i rekuperaciju, posebno recikliranje otpadnih vozila van upotrebe njihovih komponenti i materijali;</p> <p>1.3. Proizvođače vozila, zajedno sa proizvođačima materijala i opreme, integrišu veliku količinu recikliranog materijala na vozila i ostale proizvode kako bi se razvila tržišta za reciklirane materijale.</p> <p>1.4. Obezbede da materijali i sastavni delovi vozila koje se stavljaju na tržište ne sadrže olovo, živu, kadmij ili krom osim u određenim slučajevima.</p> <p style="text-align: center;"><b>Član 118 Prikupljanje</b></p>
<p>Grumbullimin e mjeteve jashtë përdorimit e kryen subjekti juridik i licencuar, i cili ka për detyrë të themelojë sistemet për mbledhjen e të</p>	<p>The collection of end of life vehicles is performed by legal licensed person, whose main duty is to set up systems for the collection of all</p>	<p>Prikupljanje vozila van upotrebe se vrši od licencirano pravnih lica, čija je glavna dužnost da uspostavi sistem za prikupljanje svih vozila</p>



<p>gjitha automjeteve jashtë përdorimit dhe, për aq sa është e mundur teknikisht, mbetjet e pjesëve të përdorura të largohen kur makinat e pasagjerëve janë riparuar, si dhe të sigurojnë vënien në dispozicion të objekteve të grumbullimit brenda territorit të tyre.</p>	<p>end-of life vehicles and, as far as technically feasible, of waste used parts removed when passenger cars are repaired, and to ensure adequate availability of collection facilities within their territory.</p>	<p>van upotrebe i, koliko tehnički moguće, ostaci korišćenih delova da se uklone kada se poprave putnička vozila, kao i da obezbede dostupnost objekata za prikupljanje unutar njihove teritorije.</p>
<p align="center"><b>Neni 119 Përpunimi</b></p>	<p align="center"><b>Article 119 Treatment</b></p>	<p align="center"><b>Član 119 Obrada</b></p>
<p>Të gjitha automjetet jashtë përdorimit të ruhen (qoftë edhe përkohësisht) dhe të përpunohen në përputhje me kërkesat e përgjithshme të përcaktuara në direktivën evropiane si dhe në përputhje me kërkesat minimale teknike të cilat do të transpozohen në legjisllacionin kombëtar.</p>	<p>All end-of life vehicles are stored (even temporarily) and treated in accordance with the general requirements defined with the european directive as well as in accordance with the minimum technical requirements which will be transposed in national legislation.</p>	<p>Sva vozila van upotrebe se čuvaju (makar i privremeno) i obrađuju se u skladu sa opštim uslovima definisanim Evropskom direktivom, kao i u skladu sa minimalnim tehničkim uslovima koji će biti transponovano u domaćem zakonodavstvu.</p>
<p align="center"><b>Neni 120 Certifikata e asgjësimit te automjeteve të cilat kanë dalë prej përdorimit</b></p>	<p align="center"><b>Article 120 Certificate of destruction end-of life vehicles</b></p>	<p align="center"><b>Član 120 Potvrda o uništenju vozila koja su van upotrebe</b></p>
<p>Subjekti juridik i autorizuar duhet të themelojë sistemin sipas së cilit prezantimi i certifikatës së asgjësimit është kusht për çregjistrimin e automjetit jashtë përdorimit. Kjo certifikatë duhet ti lëshohet pronarit kur automjeti transferohet në objektin për përpunim, të cilat janë të autorizuar për të lëshuar certifikatën për asgjësim (shkatërrim) si dhe të njoftojë organin kompetent.</p>	<p>Authorized legal person shall set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of the end-of life vehicle. This certificate shall be issued to the owner when the end-of life vehicle is transferred to a treatment facility, which are authorized to issue the destruction certificate as well as to inform the competent body</p>	<p>Ovlašćeno pravno lice treba da uspostavi sistem prema kojeg prikazivanje potvrde o uništenju je uslov za odjavu vozila van upotrebe. Ova potvrda se izdaje vlasniku kada vozilo van upotrebe se prebaci u objekat za preradu, koje su ovlašćene da izdaju potvrdu o uništenju i o tome obaveste nadležni organ.</p>

<p style="text-align: center;"><b>Neni 121</b></p> <p style="text-align: center;"><b>Aktet nënligjore qe nxjerrën për automjetet të cilat kanë dalë prej përdorimit</b></p> <p>Ministria përkatëse për ambient me nje akt nënligjorë do të bëjë transpozimin e direktivës evropiane për automjetet jashtë përdorimit në legjislacionin kombëtar.</p> <p><b>KAPITULLI XI</b> <b>DISPOZITAT KALIMTARE DHE PËRFUNDIMTARE</b></p>	<p style="text-align: center;"><b>Article 121</b></p> <p style="text-align: center;"><b>Sub-legal acts that are issued for end-of life vehicles</b></p> <p>The relevant Ministry environment with sub-legal will transpose the EU directive on end-of life vehicles into national legislation.</p> <p><b>CHAPTER XI</b> <b>TRANSITIONAL AND FINAL PROVISION</b></p>	<p style="text-align: center;"><b>Član 121</b></p> <p style="text-align: center;"><b>Podzakonski akti koji se izdaju za motorna vozila koja su van upotrebe</b></p> <p>Nadležno ministarstvo okolina podzakonskim aktom će vršiti transponovanje Evropske direktive o vozilima van upotrebe u nacionalno zakonodavstvo.</p> <p><b>POGLAVLJE XI</b> <b>PRELAZNE I ZAVRŠNE ODREDBE</b></p>
<p style="text-align: center;"><b>Neni 122</b></p> <p style="text-align: center;"><b>Dispozitat për kundërvajtje</b></p> <p>Dispozitat për kundërvajtje dhe masa mbrojtëse sipas këtij ligji nuk paragjykojnë zbatimin e kodit penal.</p>	<p style="text-align: center;"><b>Article 122</b></p> <p style="text-align: center;"><b>The provisions on minor offense</b></p> <p>The provisions on violations and protective measures pursuant to this law are without prejudice to the application of the criminal code.</p>	<p style="text-align: center;"><b>Član 122</b></p> <p style="text-align: center;"><b>Odredbe za prekršaj</b></p> <p>Odredbe za prekršaj i zaštitne mere na osnovu ovog zakona ne presude sprovođenje krivičnog zakonika.</p>
<p style="text-align: center;"><b>Neni 123</b></p> <p style="text-align: center;"><b>Të hyrat</b></p> <p>1. Të hyrat që realizohen nga shqiptimi i gjobave për kundërvajtje sipas këtij ligji do të derdhen sipas ligjeve në fuqi për menaxhimin e financave publike.</p> <p>2. Procedurat lidhur me realizimin e gjobave</p>	<p style="text-align: center;"><b>Article 123</b></p> <p style="text-align: center;"><b>The incomes</b></p> <p>1. The incomes derived from the fines on traffic violations as per this law shall be allocated according to the laws in power for management of public finances.</p> <p>2. The procedure on mandatory fines given by</p>	<p style="text-align: center;"><b>Član 123</b></p> <p style="text-align: center;"><b>Prihodi</b></p> <p>1. Prihodi koji se ostvare izricanjem novčanih kazni prema ovom zakonu će se prikupljati prema zakonima na snazi za upravljanje javnim finansijama.</p> <p>2. Postupci vezano za ostvarivanje obaveznih</p>

<p>mandatorë të cilat shqiptohen nga Policia e Kosovës do të rregullohen nga Ministria e Punëve të Brendshme dhe Ministria e Financave.</p>	<p>the Kosovo Police shall be regulated by the Ministry of Interior and the Ministry of Finance.</p>	<p>novçanih kazni koje se nameću od Kosovske policije biće uređene od strane ministarstva unutrašnjih poslova i ministarstva financija.</p>
<p style="text-align: center;"><b>Neni 124</b> <b>Dënimi mandator</b></p> <p>Dënimi mandator mund të shqiptohen nga zyrtari i autorizuar i Policisë së Kosovës në vendin e ngjarjes. Dënim mandator, konsiderohet dënimi me gjobë deri në 60€.</p>	<p style="text-align: center;"><b>Article 124</b> <b>Mandatory sentences</b></p> <p>Mandatory sentences can be pronounced by an authorized officer of the Kosovo Police on the scene. A fine of 60 € is considered a mandatory fine.</p>	<p style="text-align: center;"><b>Član 124</b> <b>Obavezna kazna</b></p> <p>Obavezna kazna može biti izrečena od strane ovlašćenog službenika Kosovske policije na licu mesta. Obavezna kazna se smatra novčana kazna koja iznosi do 60 €.</p>
<p style="text-align: center;"><b>Neni 125</b> <b>Aktet nënligjore</b></p> <p>Autoritetet kompetente për implementimin e dispozitave të këtij ligji brenda një viti nxjerrin akte nënligjore</p>	<p style="text-align: center;"><b>Article 125</b> <b>Sub-legal acts</b></p> <p>The authorities competent for the implementation of the provisions of this law issue sub-legal acts within a year.</p>	<p style="text-align: center;"><b>Član 125</b> <b>Podzakonski akti</b></p> <p>Nadležni organi za primenu odredbi ovog zakona, donose podzakonske akte u toku jedne godine.</p>
<p style="text-align: center;"><b>Neni 126</b> <b>Shfuqizimi i ligjit</b></p> <p>Në ditën e hyrjes në fuqi të këtij ligji shfuqizohet neni 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328,</p>	<p style="text-align: center;"><b>Article 126</b> <b>Repeal of the law</b></p> <p>On the day of entry into force of this Law, the article 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 310, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330,</p>	<p style="text-align: center;"><b>Član 126</b> <b>Ukidanje zakona</b></p> <p>Na dan stupanja na snagu ovog zakona, ukidaju se članovi 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330,</p>

<p>329, 330, 331, 332, 333, 334, 335, 336, 337, 338, Ligji për siguri në komunikacionin rrugorë (Ligji Nr. 02/L-70).</p> <p style="text-align: center;"><b>Neni 127</b> <b>Hyrja në fuqi</b></p> <p>Ky ligj hyn në fuqi pesëmbëdhjetë (15) ditë pas publikimit në Gazetën Zyrtare të Republikës së Kosovës.</p> <p style="text-align: right;">Kadri Veseli</p> <p style="text-align: center;">_____ Kryetar i Kuvendit të Republikës së Kosovës</p>	<p>331, 332, 333, 334, 335, 336, 337, 338, Law on Road Safety (Law No. 02/L-70) will be repealed</p> <p style="text-align: center;"><b>Article 127</b> <b>Entry into force</b></p> <p>This law enters into force fifteen (15) days after publication in the Official Gazette of the Republic of Kosovo.</p> <p style="text-align: right;">Kadri Veseli</p> <p style="text-align: center;">_____ President of the Assembly of the Republic of Kosovo</p>	<p>331, 332, 333, 334, 335, 336, 337, 338, zakona o bezbednosti u drumskom saobraćaju (zakon br. 02/L-70).</p> <p style="text-align: center;"><b>Član 127</b> <b>Stupanje na snagu</b></p> <p>Ovaj zakon stupa na snagu petnaest (15) dana nakon objavljivanja u Službenom istu Republike Kosova.</p> <p style="text-align: right;">Kadri Veseli</p> <p style="text-align: center;">_____ Predsednik Skupštine Republike Kosovo</p>
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Republika e Kosovës  
Republika Kosova-Republic of Kosovo  
*Qeveria-Vlada-Government*

*Ministria e Infrastrukturës - Ministarstvo Infrastrukture - Ministry of Infrastructure*

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**MEMORANDUM SHPJEGUES I PROJEKTLIGJIT PËR AUTOMJETE**  
**EXPLANATORY MEMORANDUM TO THE DRAFT LAW ON VEHICLE**  
**MEMORANDUM TUMAČENJA NACRTA ZAKONA O VOZILIMA**

<p align="center"><b>MEMORANDUM SHPJEGUES</b></p> <p align="center"><b>PËR PROJEKT LIGJIN PËR AUTOMJETE</b></p>	<p align="center"><b>EXPLANATORY MEMORANDUM FOR</b></p> <p align="center"><b>THE LAW ON VEHICLE</b></p>	<p align="center"><b>MEMORANDUM TUMAÇENJA</b></p> <p align="center"><b>O ZAKON O VOZILIMA</b></p>
<p><b>1. Çështja kryesore e trajtuar</b></p> <p>Plotësimi dhe ndryshimi i Ligjit Nr. 02/L-70 për sigurinë në komunikacionin rrugor është i domosdoshëm me qëllim të rritjes së sigurisë në komunikacionin rrugor duke u bazuar në praktikat e Bashkimit Evropian.</p> <p>Më hollësisht bëhet përcaktimi i kushteve bazë të pajisjeve dhe instalimeve të cilat duhet të ketë mjete, dimensionit, masa më e madhe e lejuar dhe ngarkesa boshtore e mjetit si edhe kushtet të cilat duhet të plotësoj mjetit në komunikacion, kushtet për importim, miratimi tipit të mjetit, pjesës përbërëse, njësisë se pavarur teknike, kontrollimi teknik i automjeteve, regjistrimi i automjeteve si dhe çështje tjera lidhur me to.</p>	<p><b>1. The main issue treated</b></p> <p>Amendment of the Law No. 02/L-70 on the Road Traffic Safety is necessary in order to increase the road traffic safety based on the practices of the European Union.</p> <p>More detailed will be defined the rules to which must adhere the road traffic participants; Issues dealing with driver's license; The conditions that must have roads and road signaling; Technical condition of the vehicle from the ecological and technical aspect and other issues dealing with it; Organization, regulation and supervision of the road traffic as well as the special measures for offenses against the traffic participants.</p>	<p><b>1. Glavno tretirano pitanje</b></p> <p>Izmene i dopune Zakona br. 02/L-70 o sigurnosti prometa na cestama su neophodne u cilju podizanja nivoa sigurnosti prometa na cestama, bazirajući se na praksi Europske unije.</p> <p>Detaljnije se utvrđuju pravila kojima se moraju pridržavati učesnici u prometu na cesti. Zakonom utvrđuju osnovni uslovi za uređaji i oprema koju moraju imati vozila, dimenzije, najveća dopuštena masa i osnovinsko opterećenje vozila te uslovi kojima moraju udovoljiti vozila u saobraćaju, tehnicki pregled motornih vozila, registracija vozila i druga pitanja povezano za ovo područje</p>



<p><b>2. Objektivat dhe ndërlidhja e tyre me prioritetet e Qeverisë</b></p>	<p><b>2. Objectives and their relation to the Government priorities</b></p>	<p><b>2. Objektivi i njohova povezanost s prioritetima Vlade</b></p>
<p>Bazuar në nevojën për ngritjen institucionale me qëllim të ngritjes së sigurisë në komunikacionin rrugor dhe kontrollit të cilësisë së shërbimeve nga ana e institucionit të autorizuar nga Ministria e ngarkuar për transport është bërë ndryshimi i këtij ligji.</p>	<p>Amendment of this law is made based on the institutional need to increase the road traffic safety and the quality control of the services provided by the institution authorized by the Ministry of Transport.</p>	<p>Radi garancije sigurnosti u drumskom prometu i kontrole kvaliteta usluga od strane institucije ovlašćene od ministarstva nadležnog za poslove prometa izvršene su izmjene i dopune ovoga Zakona.</p>
<p>Ky projektligj është një ndër prioritetet e Qeverisë së Kosovës sepse ky akt ligjor rregullohet, mbrohet dhe zbatohet në dobinë dhe të mirën e interesit publik. Andaj Qeveria e Kosovës ka vendosur që ky akt ligjor të jetë një ndër ligjet me prioritet për t'u ndryshuar dhe që të përfshihet në Programin Legjislativ të Qeverisë për vitin 2016.</p>	<p>This draft law is one of the priorities of the Government of Kosovo, since this legal act shall be regulated, protected and implemented for the benefit and the good of public interest. Therefore, the Government of Kosovo has decided to have this legal act as one of the priority laws to be amended and included in the 2016 Government Legislative Program.</p>	<p>Donošenje narta oovga Zakona je od prioriteta Vlade Kosova, jer se njime uređuje, štiti javni interes. S toga Vlaad je predvidela obuhvatanje ovoga Zakona u Program zakonodavstva za 2016.</p>
<p><b>3. Opsioni i rekomanduar</b></p>	<p><b>3. The recommended option</b></p>	<p><b>3. Preporučena opcija</b></p>
<p>Opsioni i rekomanduar është ndryshimi i ligjit për siguri në komunikacionin rrugor. Ndryshimi do të mundësonte harmonizimin e dispozitave me rregullat dhe direktivat e Bashkimit Evropian, për çështjet që kanë të bëjnë me kushtet të cilat duhet të plotësojnë mjetet me rastin e importit, regjistrimi i mjeteve dhe kushtet të cilat duhet të plotësojnë mjete me qëllim të mbrojtjes së ambientit, dhe të përmirësimit të sigurisë në komunikacionin rrugor.</p>	<p>The recommended option is the amendment of the law on Road Traffic Safety. The amendment would enable the harmonization of the provisions with the rules and directives of the European Union on issues relating to the requirements vehicle must fulfill when importing, the vehicle registration and conditions which must meet the vehicle in order to environmental protection and the improvement of road traffic safety.</p>	<p>Opcija koja se preporučuje je izmena i dopuna Zakona o sigurnosti prometa na cesti. Izmenama se vrši usaglašavanje odredaba ovoga Zakona sa propisima i direktivama Evropske unije koje se odnose na homologaciju vozila, uslove koje moraju ispunjavati vozila i oprema, registracija vozila, uslove kojima moraju udovoljavati vozila u pogledu zaštite okoline i poboljšanja sigurnosti prometa na cesti.</p>

<p>Propozuesi synon të fuqizoj ngritjen e sigurisë në komunikacionin rrugorë.</p> <p><b>4. Arsyetimi i propozimit, duke përfshirë një shpjegim të nivelit të përfrimit me legjislacionin e BE-së;</b></p> <p>Ligjit Nr. 02/L-70 për siguri në komunikacionin rrugorë i cili e rregullon këtë fushë është përgatitur në vitin 2004 dhe i miratuar në fund të vitit 2007 (12.12.2007). Në ndërkohë legjislacioni evropian ka pësuar plotësime dhe ndryshime të cilat janë të domosdoshme të aplikohen edhe në legjislacionin tonë.</p> <p>Gjithashtu Policia e Kosovës ka pas vërejtje në ligjin ekzistues duke filluar nga gabimet teknike deri tek paqartësia dhe pamundësia e zbatimit.</p> <p>Qëllimi i ndryshimit të Ligjit Nr. 02/L-70 dhe përgatitja e ligjit të ri për automjete ka të bëjë me mënjanimin e gabimeve teknike dhe harmonizimi me legjislacionin përkatës të Bashkimit Evropian.</p> <p>Prandaj, duke u mbështet në praktikat e vendeve të tjera është aprovuar propozimi për ndarjen e Ligjit Nr. 02/L-70 Për siguri në komunikacionin rrugor në tri ligje.</p>	<p>The proposer intends to strengthen the increase of road traffic safety.</p> <p><b>4. Reasoning of the proposal, including an explanation of the level of harmonization with EU legislation;</b></p> <p>Law no. 02/L-70 road traffic safety which regulates this field has been prepared in 2004 and approved by the end of 2007 (12.12.2007). In the meantime, European legislation has undergone additions and changes that are necessary to apply in our legislation as well.</p> <p>Kosovo Police also had remarks to the existing law starting from the technical mistakes to the uncertainty and impossibility of its implementation.</p> <p>The purpose of amendment of the Law Nr. 02/L-70 and the preparation of the new law on vehicle has to do with the avoidance of technical mistakes and harmonization with EU legislation.</p> <p>Therefore, relying on other countries' practices the proposal on dividing the Law nr. 02/L-70 on traffic safety, into three parts has been approved.</p>	<p>Predlagač ima za cilj jačanje uspostavljanje bezbjednosti saobraćaja na putevima.</p> <p><b>4. Obrazloženje predloga, obuhvatajući jedno objašnjenje nivoa usaglašavanja sa zakonodavstvom EZ-a;</b></p> <p>Zakon o sigurnosti prometa na cesti, br. 02/L-70 je izrađen 2004.godine i usvojen 2007.godine (12.12.2007). S obzirom da su propisi EU-a izmenjeni i dopunjeni, iste promene i izmene je trebalo vršiti i u navedeni Zakon.</p> <p>Osim toga, Kosovska policija je imala primedbi na postojeći Zakon, koje se odnose na tehničke greške, nejasnoće i nemogućnosti primene.</p> <p>S toga, izmene i dopune ovoga Zakona odnose se na otklanjanju utvrđenih tehničkih greški i na usaglašavanje ovoga Zakona sa propisima o prometu na cesti Evropske unije.</p> <p>Zbog toga, oslanjajući se na praksu drugih zemalja usvojio se predlog za podjelu Zakona br. 02/L-70 o bezbednosti u saobraćaju, u tri zakona nova zakoma.</p>
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<p>1. Ligji për Patentë shofer (i miratuar dhe publikuar në Gazetën Zyrtare më 10 qershor 2016).</p> <p>2. Ligji për Rregullat e komunikacionit rrugor (i miratuar në Kuvendin e Kosovës më 4 gusht 2016).</p> <p>3. Projektligji për Automjete.</p> <p><b>5. Elementet kryesore të legjislacionit ose politikës së propozuar (përmbajtja, instrumentet e politikave, kostoja, procedurat administrative)</b></p>	<p>1. Law on driving licensing (approved and published in the Official Gazette on 10 June 2016).</p> <p>2. Law on Road Traffic Rules (approved in the Parliament of the Republic of Kosovo on 4<sup>th</sup> August 2016).</p> <p>3. Draft Law on Vehicle.</p> <p><b>5. Main elements of the proposed policy or legislation (content, policy instruments, cost, administrative procedures)</b></p>	<p>1. Nacrt zakona o vočkim dozvolama (usvojen i objavljen u Službenom Listu, 10 juna 2016).</p> <p>2. Nacrt zakona o pravilima za prevozu u drumskom saobraćaju (usvojen 4 augusta 2016).</p> <p>3. Predlog zakona za vozila.</p> <p><b>5. Glavni elementi zakonodavstva ili predložene politike (sadržaj, instrumenti politika, koštanje, administrativne procedure)</b></p>
<p>Projektligji për Automjete, përmban gjithsej 127 nene. Miratimi i këtij ligji do të rregullonte: procedurat për miratimin e tipit të mjetit dhe pjesëve përbërëse të tij, ngritjen e cilësisë së shërbimeve, ngritjen e normave të sigurisë, ngritjen e kapaciteteve profesionale, forcimin e normave për regjimin e ngasjes, ngritjen bashkëpunimit ndërkombëtarë në këtë fushë.</p>	<p>Draft Law on Vehicle contains in total 127 articles. The adoption of this law will regulate the procedure for type approval of the vehicle and its components would enable: the services quality increase, increase of security, ecological and technical norms in the road traffic, professional capacity building, strengthening of norms on the driving and resting regime, increase of international cooperation in this field.</p>	<p>Nacrt zakona o izmenu Zakona o sigurnosti promata na cesti, 127 članov. Izmena ovog Zakona omogućavat će: poboljšanje kvaliteta usluga, podizanje nivoa sigurnosti prometa, nivoa zaštite sredine, nivoa stručnih kapaciteta, utvrđivanje vremena vožnje i odmora vozača, podizanje nivoa saradnje u oblasti drumskog promata i nivoa zaštite učesnika u prometu na cesti.</p>
<p><b>6. Vlerësimi i ndikimit financiar të opsionit të propozuar</b></p> <p>Për zbatimin e Ligjit për automjete janë paraparë implikime buxhetore shtesë në vlerë prej 500.000.00 €/vit. Investimet të cilat janë</p>	<p><b>6. Assessment of the Financial Impact of the proposed option</b></p> <p>For the implementation of the Law on Vehicle are foreseen additional budgetary implications in amount of 500.000.00€ / yearly.</p>	<p><b>6. Ocena finansijskog uticaja predložene opcije</b></p> <p>Za sprovođenje Zakona o vozilima dobijaju dodatne budžetske implikacije u iznosu od 500.000.00 € / god. Investicije koje su kao</p>

<p>si rezultat i këtij ligji do të kontribuojnë në ngritjen e sigurisë në komunikacionin rrugorë dhe janë në të mirë të interesit të përgjithshëm.</p>	<p>Investments which are as a result of this law will contribute to increasing safety in road traffic and are in the best of the general interest.</p>	<p>rezultat ovog zakona će doprineti povećanju bezbednosti u drumskom saobraćaju i u najboljem interesu.</p>
<p><b>7. Konsultimi (kush është konsultuar dhe përmbledhje të shkurtër të përgjigjeve)</b></p>	<p><b>7. Consultation (who was consulted and short summary of responses).</b></p>	<p><b>7. Konsultacija (ko je konsultovan i kratki sadržaji odgovora)</b></p>
<p>Ministria e Infrastrukturës sipas dispozitave të Rregullores së Punës së Qeverisë nr. 09/2011, ka zhvilluar procesin e konsultimeve paraprake dhe publike konform nenit 7 të Rregullores së Punës së Qeverisë.</p>	<p>Ministry of Infrastructure under the provisions of the Rules of Procedure of the Government no. 09/2011, has developed preliminary consultation process and public in accordance with article 7 of the Rules of Procedure of the Government.</p>	<p>Ministarstvo za infrastrukturu u skladu sa odredbama Poslovnika o radu Vlade br. 09/2011, je razvio preliminaran proces konsultacija i javnosti u skladu sa članom 7. Poslovnika Vlade.</p>
<p>Projekt Ligji i është dërguar palëve të interesit dhe organeve relevante për komente. Në takimet e përbashkëta me Policinë e Kosovës është bërë harmonizimi i procedurave.</p>	<p>The draft-law was submitted/delivered to the parties of interest and relevant bodies to comment. In the common meetings with the Kosovo Police the procedures are harmonized</p>	<p>Nacrt zakona je dostavljen zainteresovanim stranama i relevantnim organima ne razmatranje.</p>
<p><b>8. Mënyra e komunikimit të politikës së re për publikun</b></p>	<p><b>8. New policy communication method for the public</b></p>	<p><b>8. Način saopštenja nove politike javnosti</b></p>
<p>Procesi i konsultimeve publike, është bërë në formë shkruar me palët e interesit. Në dokumentin për konsultime publike, janë përgatitur, shtjelluar çështjet të cilat MI, ka propozuar në Projektligjin për Automjete.</p>	<p>The public consultation process is done in written form with stakeholders. In the public consultation document were prepared, discussed issues MI, proposed in the Bill to amend the law in force.</p>	<p>Proces javnih konsultacija vrši se u pisanoj formi i kroz organizovane sastanke sa zainteresovanim stranama . U javnoj raspravi dokument su pripremili , razgovarali o problemima MI, predložene u Predlog zakona za izmenu zakona na snazi.</p>
<p>Në shtojcë janë institucionet dhe personat të cilëve ju është dërguar ligji përmes postës elektronike, gjithashtu draft ligji ka qenë i publikuar në formë elektronike në ueb faqen e</p>	<p>Enclosed are the institutions and people who have been sent by e-mail law, the draft law has also been published in electronic form on the website of the ministry.</p>	<p>U prilogu su institucije i ljudi koji su poslata putem e-maila zakona , nacrt zakona je takođe objavljen u elektronskoj formi na sajtu ministarstva.</p>

<p>ministrisë.</p> <p>Të gjitha vërejtjet dhe rekomandimet janë pranuar në formë të shkruar. Të gjitha janë shqyrtuar. Në rastet ku është dhënë arsyeshmëria dhe është konsideruar se do të kontribuojnë në përmirësimin e kësaj fushe janë aprovuar. Me këtë rast kemi pas parasysh që mos të preken rekomandimet që dalin si obligim nga procesi i para anëtarësimit në BE si dhe direktivave me të cilat është bërë harmonizimi.</p> <p><b>9. Projektvendimi i Qeverisë</b></p> <p>Programi Legjislativ për Vitin 2016 është miratuar në mbledhjen e 70-të të Qeverisë së Republikës së Kosovës, me Vendimin nr. 01/70, datë 15.01.2016. Pjesë e programit legjislativ për vitin 2016 është edhe projektligji për automjete.</p>	<p>All warnings and recommendations are accepted in written form. All are considered. In cases where justification is provided and is considering whether to contribute to an improvement of this field is approved. In this case kami considering not to touch the recommendations as prescribed by EU pre-accession process and the directions which have been reconciled.</p> <p><b>9. Government Draft Decision</b></p> <p>The Legislative Program for year 2016 was approved on the 70<sup>th</sup> meeting of the Government of the Republic of Kosovo by the Decision no. 01/70, date 15.01.2016. Part of the legislative program for year 2016 is the Law on Vehicle as well.</p>	<p>Sva upozorenja i preporuke su prihvaćene u pisanoj formi. Svi su uzeti u obzir. U slučajevima kada obrazloženje je obezbeđen i razmatra da li da doprinese poboljšanju ove oblasti je odobren . U ovom slučaju kami , s obzirom da se ne dodiruju preporuke kako je propisano u EU pretpristupnog procesa i pravcima koji su se pomirili.</p> <p><b>9. Načrt odluke Vlade</b></p> <p>Zakonodavni Program 2016 osvojen je na 70 sednice Vlade Republike Kosova, Odlukom br. 01/70, datum 15.01.2016. Deo zakonodavnog programa za 2016. je račun za vozila.</p>
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

*Ministria e Infrastrukturës*  
*Ministarstvo Infrastrukture - Ministry of Infrastructure*

**DEKLARATË E PERPUTHSHMERISE SË LEGJISLACIONIT TË REPUBLIKËS SË  
KOSOVËS ME ACQUIS TË BE-së**

1. Organi propozues i aktit normativ:                   Ministria e Infrastrukturës  
  Departamenti i Automjeteve
2. Titulli i projekt aktit normativ:                   Ligji për Automjete
3. Përputhshmëria e aktit normativ me dispozitat e Marrëveshjes së Stabilizim-Asociimit ose Marrëveshjes së Përkohshme
  - 3.1 dispozitat e MSA-së dhe Marrëveshjes së Përkohshme në lidhje me përmbajtjen normative të aktit normativ.
    - Neni 60 i MSA – së.
  - 3.2 Afati kohor i përcaktuar për përafrimin dhe harmonizimin e legjislacionit në përputhje me dispozitat e MSA-së dhe Marrëveshjes së Përkohshme
  - 3.3 Vlerësimi i nivelit të përmbushjes së detyrimit /obligimit që rrjedh nga dispozitat e lartpërmendura të MSA-së dhe Marrëveshjes së Përkohshme.
    - Projektligji për automjete i përmbush në tërësi obligimet për fushën të cilën e mbulon.
  - 3.4 Arsyet për përmbushjen të pjesshme, ose mosplotësimi/dështimi për përmbushjen e detyrimit që rrjedh nga dispozitat e lartpërmendura të MSA-së dhe Marrëveshjes së Përkohshme.
    - Në projektligj nuk janë të përfshira dispozitat të cilat do të transpozohen me akte nënligjore siç janë paraqitur në tabelat e përputhshmërisë (krahasimit) dhe dispozitat të cilat kërkohen për vendet anëtare të BE – së.
  - 3.5 Ndërlidhja me Programin Kombëtar për Integrim PKI/ PKAA (në rastin aktual ndërlidhja me PVPE).
4. Përputhshmëria e legjislacionit me Acquis e BE-së
  - 4.1 Lista e burimeve primare të së drejtës të BE-së dhe përputhshmëria me to
  - 4.2 Lista e burimeve sekondare të së drejtës të BE-së dhe përputhshmëria me to.

- DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007;
- 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 (Text with EEA relevance);
- DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014; amending Council Directive 1999/37/EC on the registration documents for vehicles (Text with EEA relevance),
- COUNCIL DIRECTIVE 1999/37/EC, of 29 April 1999 on the registration documents for vehicles,
- DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014, on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (Text with EEA relevance),
- DIRECTIVE 2000/53/EC of 18 September 2000 on the end of life vehicles;

4.3 Lista e burimeve tjera të së drejtës të BE dhe përputhshmëria me to.

4.4 Arsyet për përputhje të pjesshme, apo mospërputhje.

4.5 Periudha kohore brenda së cilës është e paraparë realizimi i plotë i përputhshmërisë të legjislacionit me Acquis e BE.

- Një vit pas miratimit të ligjit.

5. Të specifikohet kur nuk ka legjislacion të BE-së me të cilën përputhshmëria është e kërkuar. (Në këtë rast, nuk është e domosdoshme të plotësoni tabelën e përputhshmërisë së legjislacionit).

6. A janë burimet e lartpërmendura të së drejtës së BE-së të përkthyer në gjuhët zyrtare;

- DIRECTIVA 2007/46/EC e Parlamentit Evropian dhe Këshillit të 5 Shtator 2007;

7. Pjesëmarrja e konsulentëve në hartimin e akteve normative dhe mendimin e tyre për përputhshmërinë (të bashkangjitur shkresat e konsulentëve për hartimin e akteve normative).

- Jo.

8. Nënshkrimi i Udhëheqësit të Departamentit Ligjor të organit shtetëror, ose propozuesit tjetër të aktit normativ.

Skender Gashi

Drejtore i departamentit ligjor u.d.

9. Nënshkrimi i Ministrit apo udhëheqësit të organit shtetëror, ose propozuesit tjetër të aktit normativ.

Xhelil Bekteshi  
Sekretar i Përgjithshëm

Prishtinë, 26.08.2016

v.v.



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

*Ministria e Infrastrukturës*  
*Ministarstvo Infrastrukture - Ministry of Infrastructure*

**STATEMENT OF COMPLIANCE OF LEGISLATION OF THE REPUBLIC OF  
KOSOVO WITH THE EU ACQUIS**

1. The proposing body of the normative act: Ministry of Infrastructure  
Vehicle department
2. Title of the draft normative act: Law on Vehicle
3. Compliance of the draft normative act with provisions of the Stabilization and Association Agreement or Interim Agreement
  - 3.1 SAA provisions and Interim Agreement regarding the normative content of the normative act.
    - Article 60 of MSA.
  - 3.2 Deadline set for compliance and harmonization of legislation in accordance with the SAA provisions and Interim Agreement.
  - 3.3 Assessment of the level of fulfillment of duties/obligations that derive from the aforementioned provisions of the SAA and Interim Agreement.
    - Draftlaw for driver licensing entirely fulfill obligations in the area it covers.
  - 3.4 Reasons for partial fulfillment, or non-fulfillment/failure to fulfill obligations that derive from the above-mentioned provisions of the SAA and Interim Agreement
    - The draft included not only the provisions that are required for EU member countries.
  - 3.5 Relation to the National Integration Program NIP/NPAA (in the present case relation to the WPEP)
4. Compliance of legislation with the EU Acquis
  - 4.1 List of primary sources of EU law and compliance with them



4.2 List of secondary sources of EU law and compliance with them.

- DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007;
- 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 (Text with EEA relevance);
- DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014; amending Council Directive 1999/37/EC on the registration documents for vehicles (Text with EEA relevance),
- COUNCIL DIRECTIVE 1999/37/EC, of 29 April 1999 on the registration documents for vehicles,
- DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014, on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (Text with EEA relevance),
- DIRECTIVE 2000/53/EC of 18 September 2000 on the end of life vehicles;

4.3 List of other sources of EU law and compliance with them.

4.4 Reasons for partial compliance or non-compliance.

4.5 Time period set for the full realization of compliance of legislation with the EU Acquis.

5. Specify when there is no EU legislation with which compliance is required.  
(In this case, it is not necessary to fulfill the table on compliance with legislation).

6. Are the above mentioned sources of EU law translated in the official languages;

- DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007;

7. The participation of consultants in drafting normative acts and their opinions on compliance (attach documents of those consulted about drafting normative acts).

8. Signature of the Head of the Legal Department of the state body, or proposer of the normative act.

Skender Gashi  
Director of law department

9. The signature of the Minister or the head of the state body, or other proposer of the normative act.

Xhelili Bekteshi  
Sekretary General

Prishtinë, 26.08.2016



- DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007;
- 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 (Text with EEA relevance);
- DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014; amending Council Directive 1999/37/EC on the registration documents for vehicles (Text with EEA relevance),
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- DIRECTIVE 2000/53/EC of 18 September 2000 on the end of life vehicles;

4.3 Spisak droga izvora zakonodavstva EU-a i usklađenost sa njima

4.4 Razlozi za delimičan sklad ili nesklad.

4.5. Vremenski period u kojem je predidja potpuna realizacija usaglašenosti zakonodavstva sa Acquis-om EU-a .

- U roku od godinu dana od usvajanja.

5. Navesti kada nema zakonodavstva EU-a sa kojim je traži usaglašenost (u ovom slučaju niste dužni da popunite tabelu usaglašenosti zakonodavstva).

6. Da li su gorenavedeni izvori zakonodavstva EU-a prevodjeni na službenim jezicima;

- Ne.

7. Učešće konsulenata u izradi pravilnika i njihovo mišljenje o usaglašenosti (priloženi dopisi konsulenata o izradi normativnih akata).

8. Potpis Rukovodioca Zakonodavnog departmana državnog organa, ili drugog predlagača pravilnika.

Skender Gashi  
Direktor pravnog odjela

9. Potpis Ministra ili rukovodioca državnog organa, ili drugog predlagača pravilnika

Xhelil Bektashi  
Sekretar Ministarstva

Prishtina, 26.08.2016



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

MINISTRIA E INFRASTRUKTURËS  
MINISTARSTVO INFRASTRUKTURE / MINISTRY OF INFRASTRUCTURE  
DEPARTAMENTI I AUTOMJETEVE  
DEPARTMAN ZA VOZILA / DEPARTMENT FOR VEHICLES

Dokument konsultimi për

**PROJEKTLIGJIN PËR  
AUTOMJETE**

## Projektligji për Automjete

Me këtë ligj përcaktohen kushtet bazë të pajisjeve dhe instalimeve të cilat duhen ti kenë mjetet, dimensionet, masa më e madhe e lejuar dhe ngarkesa boshlore e mjetit si edhe kushtet të cilat duhet ti plotësoj mjeti në komunikacion, kushtet për importim, kontrollimi teknik i automjetve, regjistrimi i automjeteve dhe çështje tjera lidhur me to.

## Synimi i projektligjit për Automjete

Përafrimi i legjislacionit vendor me atë të BE – së, respektivisht me direktivat 2014/45/EU; Për kontrollimet teknike periodike; 2014/46/EU Regjistrimi i automjeteve; 2014/47/EU Kontrollimi i rregullsisë teknike për automjete komerciale në rrugë, 1999/37/EC dokumentet e regjistrimit për automjete, 2007/46/EC e Parlamentit Europian dhe e Këshillit e 5 shtator 2007 për krijimin e një kornize për miratimin e mjeteve motorike dhe rimorkiove të tyre, dhe të sistemeve, komponentëve dhe njësisve të veçanta teknike të destinuara për automjete të tilla (Direktiva Kornizë), 2000/53/EC për Automjetet jashtë përdorimit.

## Përshkrimi i shkurtë i çështjes

Fushëveprimi ligjor i Automjeteve momentalisht është i rregulluar me Ligjin për siguri në komunikacioni rrugorë, Ligji Nr. 02/L-70. Në ndërkohë janë plotësura, ndryshuar dhe nxjerrë të direktiva reja evropinane të cilat e mbulojnë këtë fushë. Në mbështetje të këtyre ndryshimeve është paraqit nevoja për ndryshim dhe plotësim të Ligjit Nr. 02/L-70. Pas fillimit të punës u vërejtë se ndryshimit janë të shumta dhe u paraqit nevoja që të punohet një ligj i ri.

Duke i pas parasysh praktikat e vendeve të tjera të BE – së, u vendos që Ligjin për siguri në komunikacioni rrugorëtë ndahet në tri ligje. Pra, fusha e Automjeteve do të përfshihet në një ligj të veçantë "Ligji për Automjete".

## Qëllimi i konsultimit

Praktika ka treguar se me rastin e hartimit të ligjit është e pamundur të parashihen të gjitha rastet të cilat duhet të jenë pjesë e ligjit.

Projektligji si tërësi mund të ndahet në dy pjesë:

- I. Harmonizimi me legjislacionin e BE – së
- II. Legjislacioni vendor

### ***Harmonizimi me legjislacionin e BE – së***

*Paraqet obligimin tonë për përafrim të legjislacionit vendor me atë të BE – së. Me këtë rast është bërë përafrimi me Përafrimi i legjislacionit vendor me atë të BE – së, respektivisht me direktivat 2014/45/EU; Për kontrollimet teknike periodike; 2014/46/EU Regjistrimi i automjeteve; 2014/47/EU Kontrollimi i rregullsisë teknike për automjete komerciale në rrugë, 1999/37/EC dokumentet e regjistrimit për automjete, 2007/46/EC e Parlamentit European dhe e Këshillit e 5 shtator 2007 për krijimin e një kornize për miratimin e automjeteve dhe rimorkiove të tyre, dhe të sistemeve, komponentëve dhe njësisë të veçanta teknike të destinuara për automjete të tilla (Direktiva Kornizë), 2000/53/EC për Automjetet jashtë përdorimit.*

*Është më rëndësi të përmendet se gjatë kohës së konsultimeve publike, kjo pjesë është e pandryshueshme dhe e padiskutueshme.*

### ***Legjislacioni vendor***

*Paraqet pjesën e cila është përpiluar në mbështetje të kërkesave dhe përvojës së palëve të cilët kanë kontribur me qëllim të përmirimit të procesit të aftësisë dhe vlerësimit të kandidatëve për shofer.*

*Në këtë pjesë presim kontributin e të gjitha palëve të interesuara. Çdo rekomandim dhe sygjërim do të analizohet me kujdes.*

Afati përfundimtar për dorëzimin e përgjigjeve

Afati përfundimtar i dorëzimit të kontributit me shkrim në kuadër të procesit të konsultimit për *Ligji për Automjete* është deri më 19/08/2016, në orën 12:00. Të gjitha kontributet e pranuar deri në këtë afat do të përmblihen dhe do t'i prezentohen (Emri i organit / grupit të autorizuar për përgatitjen e politikës / projektligjit).

Ku dhe si duhet t'i dërgoni kontributet tuaja me shkrim

Të gjitha kontributet me shkrim duhet të dorëzohen në formë elektronike në e-mail adresën [mi.info@rks-gov.net](mailto:mi.info@rks-gov.net); [nebih.shatri@rks-gov.net](mailto:nebih.shatri@rks-gov.net);

me titull

“Kontribut ndaj procesit të konsultimit për *Ligji për Automjete*”

Në kuadër të këtij procesi të konsultimit, do të ftohen për konsultim (përshkruani shkurtimisht grupet / organizatat e shoqërisë civile të cilat do të ftohen për konsultim). Ju lutemi që, në kuadër të kontributit tuaj me shkrim, të specifikoni qartë së në çfarë cilësie jeni duke kontribuar në këtë proces konsultimi (p.sh. në cilësi të përfaqësuesit të organizatës, kompanisë, në cilësi individuale, etj.)

Komentet nga organizatat

Emri i organizatës që jep komente:MPB-DRA

Fushat kryesore të veprimit të organizatës:

Informatat e kontaktit të organizatës (adresa, email, telefoni):

Data e dërgimit të komenteve: 22.08.2016

Forma e kontributit është e hapur, mirëpo preferohet që kontributet tuaja t'i përfshini në kuadër të tabelës së bashkëngjitur më poshtë në këtë dokument, e cila përfshin çështjet kyçe të këtij dokumenti.

	<b>Çështjet kyçe</b>	<b>Komente rreth drafrit aktual</b>	<b>Komente shtesë</b>
1	Përkufizimet Neni .3,paragrafi 1.3	1.3. Mjet motorik .....	Kur flitet për mjetet motorike ,ketu duhet te futen edhe mjetet elektrike, Ne ndonje paragraf shtesë. Pasi qe aktualishe ekzistoj edhe mjetet ti tilla ne territorine Kosoves
2	Neni .3, paragrafi 1.9	1.9.Certifikata e regjistrimit te automjetet-....-e leshon MPB ose subjekti i autorizuar	Për arsye se CRA e leshon vetem MPB-ja,termi subjekt i autorizuar duhet te hiqet
3	Neni .3,paragrafi 1.37	1.37.Regjistrimi nënkupton autorizimin administrativ për hyrjen në shërbim në trafikun rrugor të automjetit,duke përfshirë identifikimin e këtij të fundit me një numer serial,që do të njihet si numër i regjistrimit.	Sqarim qka keni kuptu me numer serial



4	Perjashtimet nga miratimi Neni. 9,paragrafi 1.3	1.3.Makinat e punës	Nuk janë të specifikuara cilat janë ato
5	Rregullat e ministrisë së ngarkuar për transport Neni. 38,paragrafi 1	1.Ministri përcakton	Duhet të jetë 1.Ministria përcakton
6	Dispozitat e përgjithshme Neni. 39,paragrafi 2	2.Përcaktimisht nga paragrafi 1 i këtij neni,rimorkiot e lehta nuk regjistrohen .....duhet te posedojn targën e identifikimit ....	Është e paqart formulimi rimorkiot e lehta nuk regjistrohen ndersa në anën tjetër në këtë paragraf thuhet se duhet të posedojn targën e identifikimit (aktualisht te gjitha rimorkiot regjistrohen) <b>Te qartësohet ky paragraf</b>
7	Autorizimet e MPB-së Neni .42,paragrafi 1.3.	1.3.Vlerën çmimin e formularve.....	Duhet të jetë 1.3.Përcaktimi i taksave administrative të cilat i paguan pala.
8	Leja e komunikacionit me afat të kufizuar Neni .46,paragrafi 1.,paragrafi 2.	Leja e komunikacionit me afat të kufizuar, përmendet në këto dy paragrafe	Qka keni kuptuar me termin Leja e komunikacionit me afat të kufizuar, a nënkupton CRA. Pasi qe CRA-ne e lëshon MPB
9	Kushtet për regjistrim Neni 54,		Në asnjë paragraf nuk është i përfshir DUD-i doganor
10	Çertifikata për regjistrim dhe targat e regjistrimit Neni. 55,paragrafi 2	2.Përcaktimisht nga paragrafi 1.i këtij neni.....dy ose më tepër certifikata të regjistrimit dhe komplet targa regjistrimi..	Përveq lëshimit të dy ose më tepër certifikatav të regjistrimit duhet të çeket se duhet të lëshohen edhe dy apo më tepër palë targa të regjistrimit.
11	Targat e regjistrimit Neni 57 Obligimi i identifikimit	.....traktorit...	Nuk duhet të përjashtohet traktori për arsye se traktori i takojn dy targa.
12	Ruajtja e targave të regjistrimit Neni. 64	Organi kompetent për regjistrimin e mjetit në MPB i ruan targat e dorzuara një vit nga data e dorzimit....	Ruajtja e targave të regjistrimit nuk mund të jetë një vitë nga data e dorzimit por duhet të jetë 60 ditë nga data e dorzimit...sepse në u.a.të regjistrimit të automjeteve është e përcaktuar 60 ditë si dhe do të ishte e pamundur të ruheshin një vit për arsye teknike.

*Dokumenti i plotë i politikës / projektligjit*

Ju lutem gjeni të bashkëngjitur edhe draftin e plotë të dokumentit të politikës / projektligjit.





	<b>Republika e Kosovës</b> Republika Kosovo – Republic of Kosovo Qeveria – Vlada – Government  Ministria e Punëve të Brendshme Ministarstvo Unutrašnjih Poslova Ministry of Internal Affairs  Policia e Kosovës/Kosovska Policija/Kosovo Police	
	Drejtoria e Përgjithshme e Policisë/ Glavna Policijska Direkcija/General Police Directorate	

## KOMENTET DHE PROPOZIMET NË PROJEKTLIGJIN PËR AUTOMJETE

Emri i organizatës që jep komente: **POLICIA E REPUBLIKËS SË KOSOVËS**

Fushat kryesore të veprimit të organizatës:

Informatat e kontaktit të organizatës (adresa, email, telefoni): [jeton.rexhepi@kosovopolice.com](mailto:jeton.rexhepi@kosovopolice.com)

Data e dërgimit të komenteve: 22.08.2016

Forma e kontributit është e hapur, mirëpo preferohet që kontributet tuaja t'i përfshini në kuadër të tabelës së bashkëngjitur më poshtë në këtë dokument, e cila përfshin çështjet kyçe të këtij dokumenti.

Nr	Çështjet kyçe	Komente rreth draftit aktual	Komente shtesë
1	<b>MJETET</b> <b>1. Rregullat e përgjithshme</b>  <b>Neni 5</b>	Përcakton përmasat, masën më të madhe të lejuar, ngarkesën boshtore etj.	Të përcaktohen me shifra/numra për shkak të qartësisë për drejtuesit e mjeteve dhe zbatuesit e ligjit edhe pse mund të specifikohen me akte tjera nënligjore.  <b>Shembull:</b> Tek mjetet me dy ose më shumë akse ngarkesa boshtore në një aks nuk mund të kalojë peshën prej 11.5 ton, etj.
	Komentet nga ministria e Infrastrukturës. Propozimi nuk është aprovuar.  Arsyetim: Kjo çështje rregullohet me akte më të ulta normative (udhëzim administrativ dhe vendime).		
2	<b>Neni 9</b> <b>Përjashtime për homologim</b>	<b>Neni 9</b> <b>Përjashtime për homologim</b>	Rekomandohet që veturat e reja me kilometra "zero-zero" që janë të blera në përfaqësitë e veturave në Kosovë, të përjashtohen nga pagesa e homologimit, në mënyrë që të ndikojë në stimulimin e qytetarëve për blerjen e veturave të reja.

	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Nuk është aprovuar.</p> <p>Arsyetim: Propozimi nuk është aprovuar pasiqë është në kundërshtim me Direktivën 2007/46/EC.</p>		
3	<p><b>Neni 14</b></p> <p><b>Dispozitat te cilat i miraton ministri i ngarkuar për transport dhe ministri për pune te brendshme</b></p>		<p>Ministria e Punëve të Brendshme me akt nënligjor përcakton Lartësinë e shpenzimeve për procedurën për përcjelle policore.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Nuk është aprovuar.</p> <p>Arsyetim: Kjo çështje është e rregulluar në ligjin për transportin rrugorë.</p>		
4	<p><b>KAPITULLI V</b></p> <p><b>Regjistrimi i Mjeteve</b></p> <p><b>Dispozitat e përgjithshme</b></p> <p><b>Neni 39</b></p> <p><b>Kushtet për pjesëmarrje në komunikacion</b></p>	<p><b>Pika 2.</b></p> <p><b>Motokultivatori, mjetet e punës</b></p>	<p>Propozojmë që te njëjtat te jene te regjistruara, meqë ne qarkullim rrugor ka mjaft mjete te tilla. Nuk mjafton vetëm kontrollimi teknik i tyre.</p> <p>Te paragrafi 2, të specifikohet koha e certifikatës së kontrollit teknik psh. 1 vit, 2 vite ose ne ndonjë formë tjetër.</p> <p>Të sqarohet saktë gjoha, kur ne rruge haset mjeti i pa regjistruar dhe veprimet e më tejme.</p> <p>Sa i përket regjistrimit të mjeteve, rekomandojmë si në vijim:</p> <p>Pronari i mjetit nuk mund të bëjë regjistrimin apo vazhdimin e regjistrimit të mjetit me veprim motorik, ndërrimin e pronarit, pa e bërë shlyerjen/pastrimin e gjobave për kundërvajtje në komunikacionin rrugor.</p> <p>Ministria për Punë të Brendshme me akt nënligjor mund të nxjerr mekanizëm i cili ndikon në rritjen e sigurisë në komunikacionin rrugorë.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p>		

Ppropozimi është aprovuar.			
5	Neni 41 Mjetet e regjistruara në shtetet tjera	Mjetet e regjistruara ne shtetet tjera e qe qarkullojnë ne Kosove.	<p>Ne Ligjin aktual për sigurinë në komunikacionin rrugor nr. 02/L-70 neni 306 pika 5 thuhet: Mjeti i regjistruar jashtë Kosovës, nuk mund te drejtohet nga personi tjetër ose autorizohet. I njëjti lejohet te drejtohet nga personi tjetër vetëm nëse pronari është prezent gjate kohës se drejtimit te mjetit.</p> <p>Nëse ky nen nuk parashihet ne Projektligjin e propozuar, do paraqitet numër i madh i mjeteve ne Kosove, pronaret e te cilave iu shmangen pagesës se Doganës dhe me autorizime te ndryshme si persona fizik ashtu edhe juridik qarkullojnë ne Kosove duke mos ditur kush është pronari real. Mjete te tilla do te kemi nga shtetet perëndimore dhe po ashtu nga shtetet fqinje te Kosovës ku nuk do i dihet edhe pronësia e tyre, nëse nuk përfshihet ne projektligjin e propozuar.</p> <p>Të specifikohet intervali kohor se sa mund të qëndrojnë në Kosovë pa lëvizur drejt vendit të origjinës së automjetit.</p>
<p>Komentet nga ministria e Infrastrukturës.</p> <p>Nuk është aprovuar.</p> <p>Arsyetim:</p> <p>Disa nga çështjet e përmendura janë rregulluar me nent 45 dhe 46. Kurse përdorimin e automjeteve të cilat janë në pronësi të qytetarëve të huaj nga banorët vendës është e rregulluar me ligjin për import.</p>			
6	Neni 72 Traktorët të cilët nuk qarkullojnë në komunikacionin rrugor	Regjistrimi i traktorëve - (shtese) edhe motoçikletave	<p>Propozojmë qe ne këtë projektligj te ekziston mundësia qe traktorët dhe motoçikletat te kenë regjistrim 6 mujor periodik, me qenë se nuk qarkullojnë ne sezonin e dimrit.</p> <p>Aktualisht kemi ne qarkullim numër te madh te këtyre mjeteve te pa regjistruara, edhe për këtë arsye pronaret e tyre po iu shmangen regjistrimit te tyre me që këto mjete i përdorin vetëm gjate sezonit veror.</p>
Komentet nga ministria e Infrastrukturës.			

	<p>Nuk është aprovuar.</p> <p>Arsyetim: Problemi i paraqitur i takon sigurimit të detyrueshëm. Mendojmë se ky ligj nuk e mbulon këtë fushë.</p>		
7	<p>Neni 75</p> <p><b>Kontrollimi teknik i jashtëzakonshëm</b></p> <p>Neni 75 pika 1.1</p>	<p>Ne kontrollim te jashtëzakonshëm dërgohet: mjeti, për shkak të dyshimit në pajisjet që ndikojnë drejtpërsëdrejti në sigurinë në komunikacionin rrugor nuk janë në gjendje të rregullit;</p>	<p>Te përcaktohen saktë pajisjet që ndikojnë në siguri: pajisjet për frenim, për drejtim, pajisjet ndriçuese, gomat apo edhe ndonjë pajisje tjetër.</p> <p>Te përcaktohet afati kohor prej urdhrit të dhënë (brenda cilës kohe drejtuesi apo pronari duhet të dërgoj mjetin për kontroll te jashtëzakonshëm (24, 48, 72 ore ose me shume).</p> <p>Nuk ceket se në rastet e kontrollimit të jashtëzakonshëm teknik nëse konstatohet pa rregullsia teknike e mjetit sa do të jetë gjoba.</p> <p>Në këtë projektligj ceket vetëm shuma 150€. Kur mjeti nuk dërgohet në kontroll të jashtëzakonshme teknike.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Është aprovuar.</p> <p>Plotësim: Problematik e paraqitur është rregulluar me nenet 102, 103, 104, 105, 106, 107, 108,109, 110, 111, 112, 113, 114 dhe 115, si dhe do të plotësohet me akte të veçanta nëligjore.</p>		
8	<p>Neni 81</p> <p><b>Modifikimet ose ndryshimet e identifikuara</b></p>		<p>Rekomandojmë që modifikimet e bëra në automjet të specifikohen në certifikatë në mënyrë që Qendra e Regjistrimit të Automjeteve të vendos se a mund të regjistrohet automjeti me modifikimet e bëra në automjet.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Është aprovuar.</p> <p>Plotësim: Konsiderojmë se kjo çështje është rregulluar mjaftueshëm me nenet 81, 82 dhe 83. Plotësimet specifike do të bëhen në akte më të ulta nëligjore.</p>		
9	<p>Neni 84</p> <p><b>Instalimin e pajisjes për motor</b></p>	<p>Mjetet motorike që përdorin gasin / plinin</p>	<p>Të përcaktohet me ligj institucioni që bënë montimin e pajisjeve dhe i cili duhet të jetë i licencuar nga ministria përkatëse.</p>

	me gaz		<p>Për çdo montim nga institucioni përkatës lëshohet dëshmi (vërtetim) për instalimin e pajisjeve për përdorim të gazit, me afat deri në 15 ditë në mënyrë që t'i nënshtrohet atestit.</p> <p>Me ligj të përcaktohet edhe institucioni i cili bënë atestin e këtyre mjeteve, ku më pastaj bënë edhe certifikimin për përdorimin e gasit/plinit nga automjetet.</p> <p>Po ashtu duhet të parashihen veprimet të cilat duhet të ndërmerren ndaj shoferëve të mjeteve që përdorin këtë lloj lënde djegëse, e nuk respektojnë procedurat e lartcekura.</p> <p>Pra, të parashihen sanksione për shoferin, personat fizik dhe personat juridik.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Është aprovuar pjesërisht.</p> <p>Aryetim:</p> <p>Plotësimet specifike do të bëhen ne akte më të ulta nënligjore.</p>		
10	<p>Neni 86</p> <p>Ndryshime që nuk evidentohen</p>	<p>Ndryshimet nga paragrafi 1. të këtij neni, kanë të bëjnë me instalimin e pajisjes për vendosjen e bagazhit, antenave, elementeve dekorative etj.</p>	<p>Paragrafi 2 i nenit 86, elemente dekorative të specifikohet çështja e xhamave të errët pasi që bien në kundërshtim me ligjin mbi rregullat e komunikacionit rrugor.</p>
	<p>Komentet nga ministria e Infrastrukturës.</p> <p>Nuk është aprovuar.</p> <p>Arsyetim:</p> <p>Ky nen ka të bëjë nga aspekti teknik i ndryshimeve të cilat kanë të bëjnë me kushtet për pjesëmarrje të sigurtë në komunikacion. Çështja e paraqitur është e rregulluar me ligjin mbi rregullat e komunikacionit rrugor.</p>		
11	<p>Neni 122</p> <p>Dispozitat për kundërvajtje</p> <p>Denimet</p>		<p>Çdo neni t'i parashihet sanksioni sipas rrezikshmërisë së kundërvajtjes.</p>

12	Neni 127 Shfuqizimi i ligjit	Në ditën e hyrjes në fuqi të këtij ligji shfuqizohet Ligji për siguri në komunikacionin rrugorë (Ligji SKRR Nr. 02/L-70).	Disa nene nga ligji (fushën që e rregullon ky ligj).
Komentet nga ministria e Infrastrukturës. Është aprovuar.			
13	Komente tjera		Propozoj që kohëzgjatja e regjistrimit të mjeteve motorike të mos kushtëzohet me regjistrim një vjeçar, por, të jetë në kohëzgjatje sipas logjikës së përdorimit të mjetit motorik apo tërheqës. Motoçikletat dhe mjetet që tërhiqen (auto kamp), rimorkiot të cilat mjete mund të përdoren për një sezon 7 mujore të kanë të drejt gjatë vitit kalendarik të regjistrohen për shtatë muaj, sepse në periudhën tjetër ato mjete nuk janë në qarkullim.  Të shikohen modelet e zhvilluara perëndimore me ç' rast dy automjete të mund të regjistrohen me një palë tabela të regjistrimit etj.
Komentet nga ministria e Infrastrukturës. Nuk është aprovuar. Arsyetim: Për arsye se nuk kemi mund të gjejmë një zgjidhje të përgjithshme për polisat e sigurimit, duke e pasë parasyshë faktin se automjeteve polisat e sigurimit ju lëshohen sipas muasë së automjetit, vëllimit të motorit, dedikimit etj.			
14	Komente tjera		Mjetet e punës - mungon obligimi që këto mjete duhet të jenë të regjistruara - si dhe mjeteve të tyre bashkëngjitëse, të cilat qarkullojnë në rrugët publike. Projektligji nuk definon qartë pjesëmarrjen e mjeteve të punës dhe mjeteve bujqësore (traktor, moto kultivator, mjetet tjera) në rrugë- duhet doemos regjistrimi i tyre. Çka sipas mendimit tonë të njëjtat duhet regjistruar pasi janë pjesëmarrëse në komunikacionin rrugor. Të definohet ose mundësohet edhe

			<p>regjistrimi periodik-sezonal meqë mjetet e punës-bujqësore (psh. traktori) nuk ka mundësi të përdoret në sezonin dimërorë.</p> <p><b>Arsyetimi</b> - në teren takohen mjete të tilla të pa regjistruara në numër të madh, shkak i mungesës së regjistrimit sezonal. (dhënia e mundësisë që këto mjete të mos kenë obligim regjistrimin vjetor, sepse në teren shohim dhe takojmë vozitës të mjeteve të tilla që mos regjistrimin e tyre e arsyetojnë në atë se nuk po e përdorë traktorin në rrugë dymbëdhjetë muaj). Propozojmë që mjetet e tilla të sanksionohen me gjobë sipas rregullave të parapara me këtë ligj, nëse nuk i përmbahet kësaj që u cekë më lartë. Edhe motoçikletave mendojmë se do ishte mirë t'i epet mundësia ligjore për regjistrim sezonal, çka do mund të eliminohet pjesëmarrja e madhe e motoçikletave në rrugë të pa regjistruara në sezonin e verës.</p>
15	Komente tjera		<p>Mungon obligueshmëria e regjistrimit të mjeteve - nuk ka sanksion kur automjetit i skadon regjistrimi qoftë për persona fizik qoftë për persona juridik. Për persona fizik propozojmë të jetë 200 €, kurse për persona juridik 500€.</p>
<p>Komentet nga ministria e Infrastrukturë. Është aprovuar. Kjo çështje është e rregulluar në nenin 39.</p>			
16	Komente tjera		<p>Nëse dërgohet automjeti nga ana e Policisë në Qendrat e Kontrollimit Teknik (QKT) dhe konstatohet pa-rregullsia e automjetit, mungon sanksioni që duhet ta shqiptojë Gjykata. Për këtë propozojmë të jetë 150 € për persona fizik, kurse 300 € për persona juridik, si dhe mungon sanksioni kur pala refuzon ti nënshtrohet kontrollimit teknik të jashtëzakonshëm. Për këtë propozojmë 150 € për persona fizik dhe 300 € për persona juridik.</p> <p>Të sqarohet saktë lidhur me kompensimet e shpenzimeve për automjetet të cilat</p>



			<p>dërgohen në kontroll të jashtëzakonshme në QKT nga ana e Policisë së Kosovës (kush i bart shpenzimet).</p> <p>Të parashihet me ligj mundësia e kontrollimit teknik të mjeteve të PK-së dhe FSK-së, që të mund të kryhen nga subjektet e veta përkatëse për kontrollim teknik si dhe të janë të licencuara nga ministria përkatëse, e cila vlen vetëm për mjetet e këtyre institucioneve.</p> <p>Të ketë sanksion për të gjitha mjetet të cilat nuk e kanë kontrollimin teknik periodik.</p> <p>Po ashtu, mos funksionimi i tahografëve të kamionët dhe autobusët mungon. Propozojmë që të ketë sanksion për personat fizik dhe për persona juridik.</p> <p>Të parashihen obligimet e shoferëve për respektimin e konventave evropiane për transportin e mallrave të rrezikshme, e në veçanti ADR, dhe njëkohësisht të ketë sanksione për mos-respektimin e obligimeve të tilla, si për shoferin ashtu edhe për mjetit motorik.</p>
	<p>Komentet nga ministria e Infrastrukturë.</p> <p>Është aprovuar pjesërisht.</p> <p>Arsyetim:</p> <p>Prpozimi është shumë i gjerë dhe i tejkalon fushëveprimin të cilën e mbulon ky ligj.</p>		
17	Komente tjera		<p>Propozojmë të futet neni dhe sanksioni, lidhur me shenjen e veçantë ose tiktetën ngjitëse për vlefshmërinë e kontrollit teknik të mjetit motorik.</p>
	<p>Komentet nga ministria e Infrastrukturë.</p> <p>Nuk është aprovuar.</p> <p>Arsyetim:</p> <p>Propozimi ka qenë në ligjon për siguri në komunikacionin rrugorë dhe nuk është realizuar.</p>		
18	Komente tjera		<p>Obligimet e pronarëve të mjeteve të cilat nuk vazhdojnë regjistrimin në afatin prej 30 ditëve.</p>

19	Komente tjera		<p>Keqpërdormi i targave:</p> <p>Vendosja e targave jo zyrtare (te bëra nga plastika, letra apo të ngjashme) pasi qe targat e regjistrimit iu kane konfiskuar.</p> <p>Për keqpërdorim të targave te regjistrimit, të sanksionohet me ligj ku shuma minimale propozojmë te jete mbi 120 €, ndërsa për recidivistë konfiskimi i automjetit deri në rregullim të dokumentacionit për targa.</p>
<p>Komentet nga ministria e Infrastrukturë.</p> <p>Nuk është aprovuar.</p>			

Me respekt



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

Ministria e Infrastrukturës  
Ministarstvo Infrastrukture - Ministry of Infrastructure

**Option/possible alternative:**

1. Title of the normative act: **T LAW ON VEHICLE**

2. Proposing body: Ministry of Infrastructure

3. Table: date/month/year 20.08.2015

4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant
- DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles
  - 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
  - DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014; amending Council Directive 1999/37/EC on the registration documents for vehicles
  - COUNCIL DIRECTIVE 1999/37/EC, of 29 April 1999 on the registration documents for vehicles
  - DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014, on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC
  - DIRECTIVE 2000/53/EC of 18 September 2000 on the end of life vehicles

5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation:  
partially compliant



<p style="text-align: center;"><b>Article 1</b></p> <p style="text-align: center;"><b>Purpose of the Law</b></p> <p>1. The purpose of this law is to determine the basic rules of equipment and tools vehicle should have, dimensions, greater measures allowed and vehicle axle load, as well as the standards vehicles must fulfill in traffic, conditions for importation, technical check of vehicles, type approval of vehicle, components, independent technical unit vehicle registration and other related issues.</p> <p>2. This law is in compliance with Directive of the European Parliament and of the Council nr. 2014/45/EC of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers; 2014/46/EC of 3 April 2014 on the registration documents for vehicles; 2014/47/EC of 3 April 2014 on technical roadside inspection of the roadworthiness of commercial vehicles; 2007/46/EC of 5 September 2007 on establishing a framework for the approval of motor vehicles and</p>	<p style="text-align: center;"><i>Article 1</i></p> <p style="text-align: center;"><b>Subject matter</b></p> <p>This Directive establishes a harmonised framework containing the administrative provisions and general technical requirements for approval of all new vehicles within its scope and of the systems, components and separate technical units intended for those vehicles, with a view to facilitating their registration, sale and entry into service within the Community.</p> <p>This Directive also establishes the provisions for the sale and entry into service of parts and equipment intended for vehicles approved in accordance with this Directive.</p> <p>Specific technical requirements concerning the construction and functioning of vehicles shall be laid down in application of this Directive in regulatory acts, the exhaustive list of which is set out in Annex IV.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>their trailers, and of systems, components and separate technical units intended for such vehicles (Framework Directive); 2000/53/EC of 18 September 2000 on the end of life vehicles; 1999/37/EC of 29 April 1999 on the registration documents for vehicles</p> <p>3. In the framework of this law, the law on traffic violations is applicable unless otherwise stipulated by this law.</p> <p style="text-align: center;">Article 2</p> <p style="text-align: center;">Scope</p> <p>The provisions of this law apply to all state institutions, legal entities, and road traffic participants as foreseen by this law.</p>	<p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>1. This Directive applies to the type-approval of vehicles designed and constructed in one or more stages for use on the road, and of systems, components and separate technical units designed and constructed for such vehicles.</p> <p>It also applies to the individual approval of such vehicles.</p> <p>This Directive also applies to parts and equipment intended for vehicles covered by this Directive.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>means a procedure whereby certifies that a vehicle satisfies the relevant administrative provisions and technical requirements.</p> <p>1.9. "type-approval" means the approval procedure whereby it is certified that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements according to this law.</p> <p>1.10. "type of vehicle" means vehicles of a particular category which do not differ in at least in terms of essential features. A type of vehicle may contain varianstand versions;</p> <p>1.11. 'approval authority' is the Minstry in charge of transport with competence for all aspects of the</p>	<p>Directive 2002/24/EC, Directive 2003/37/EC and Directive 2007/46/EC;</p> <p>3. 'type-approval' means the procedure whereby a Member State certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements;</p> <p>17. 'type of vehicle' means vehicles of a particular category which do not differ in at least the essential respects specified in Section B of Annex II. A type of vehicle may contain variants and versions as defined in Section B of Annex II;</p> <p>29. 'approval authority' means the authority of a Member State with competence for all aspects of the approval of a type of vehicle, system, component or separate</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; for the authorization process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p> <p>1.12. "the entity authorized for type approval" means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the procedure of identification and evaluation of technical condition of the vehicle;</p> <p>1.13. "national type-approval" means a type-approval procedure laid down by the national legislation, the</p>	<p>technical unit or of the individual approval of a vehicle; for the authorisation process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States: for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p> <p>30. "competent authority" in Article 42 means either the approval authority or a designated authority, or an accreditation body acting on their behalf;</p> <p>4. "national type-approval" means a type-approval procedure laid down by the national law of a Member State, the validity of such approval</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>validity of such approval being restricted to the territory of the state that has issued that.</p> <p>1.14. "individual approval" means the procedure whereby the authorized entity for approval certifies that, a particular vehicle, whether unique or not, satisfies the relevant administrative provisions and technical requirements according to this Law and provisions issued based on this law;</p> <p>1.15. "multi-stage type-approval" means the procedure whereby the authorized entity for approval certifies that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative and technical requirements as defined by this Law;</p> <p>1.16. "mixed type-approval" means a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EC type-</p>	<p>being restricted to the territory of that Member State;</p> <p>6. 'individual approval' means the procedure whereby a Member State certifies that a particular vehicle, whether unique or not, satisfies the relevant administrative provisions and technical requirements;</p> <p>7. 'multi-stage type-approval' means the procedure whereby one or more Member States certify that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative provisions and technical requirements of this Directive;</p> <p>10. 'mixed type-approval' means a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle,</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>approval certificates for those systems.</p>	<p>without it being necessary to issue the EC type-approval certificates for those systems;</p>	<p>Fully compliant</p>	
<p>1.17. "step-by-step type-approval" means a vehicle approval procedure consisting in the step-by-step collection of the whole set of EC type-approval certificates for the systems, components and separate technical units relating to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle;</p>	<p>8. 'step-by-step type-approval' means a vehicle approval procedure consisting in the step-by-step collection of the whole set of EC type-approval certificates for the systems, components and separate technical units relating to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle;</p>	<p>Fully compliant</p>	
<p>1.18. "single-step type-approval" means a procedure consisting in the approval of a vehicle as a whole by means of a single operation;</p>	<p>9. 'single-step type-approval' means a procedure consisting in the approval of a vehicle as a whole by means of a single operation;</p>	<p>Fully compliant</p>	
<p>1.19. "virtual testing method" means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or separate technical unit fulfills the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical unit;</p>	<p>32. 'virtual testing method' means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or a separate technical unit fulfills the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical</p>	<p>Fully compliant</p>	

<p>1.20. "EU type approval" – refers to the procedure that verifies that the type of vehicle, system component part or independent technical unit fulfills the relevant provisions of this law and the provisions adopted pursuant to this law, as well as the relevant technical requirements;</p>	<p>unit;</p> <p>5. 'EC type-approval' means the procedure whereby a Member State certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements of this Directive and of the regulatory acts listed in Annex IV or XI;</p>	<p>Fully compliant</p>	
<p>1.21. "EU type-approval certificate" refers to an annex document to a normative act. The communication notice form of said annex to one of the UNECE regulations is also considered an equal document;</p>	<p>34. 'EC type-approval certificate' means the certificate set out in Annex VI or in the corresponding annex to a separate directive or regulation, the communication form set out in the relevant Annex to one of the UNECE Regulations listed in Part I or Part II of Annex IV to this Directive, being deemed to be equivalent thereto;</p>	<p>Fully compliant</p>	
<p>1.22. "type approval certificate" means the document whereby the authorized entity for approval officially certifies that a type of vehicle, system, component or separate technical unit is approved according to this law and provisions</p>	<p>1.22. "type approval certificate" means the document whereby the authorized entity for approval officially certifies that a type of vehicle, system, component or separate technical unit is approved according to this law and provisions issued by this law;</p>	<p>Fully compliant</p>	

<p>issued by this law;</p> <p>1.23. "ascertaining the conformity of vehicles" – refers to the homologation or individual type approval of the vehicle;</p> <p>1.24. "certificate of conformity" means the document issued by the manufacturer and certifying that a vehicle belonging to the series of the type approved is in accordance conformity) with the normative acts at the time of its production;</p> <p>1.25. "individual approval certificate" – means the document whereby the authorized entity for approval officially certifies that a particular vehicle is approved;</p> <p>1.26. 'manufacturer' means the natural or legal person who is responsible to the authorized entity for approval for all aspects of the type approval or authorisation process and for ensuring conformity of production. It is not essential that the</p>	<p>36. 'certificate of conformity' means the document set out in Annex IX. issued by the manufacturer and certifying that a vehicle belonging to the series of the type approved in accordance with this Directive complied with all regulatory acts at the time of its production;</p> <p>35. 'individual approval certificate' means the document whereby the approval authority officially certifies that a particular vehicle is approved;</p> <p>'manufacturer' means the person or body who is responsible to the approval authority for all aspects of the type-approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p>	<p>Fully compliant</p>	
<p>1.27. 'manufacturer's representative' means any natural or legal person who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Law, and where reference is made to the term "manufacturer", it is to be understood as indicating either the manufacturer or his representative;</p>	<p>28. 'manufacturer's representative' means any natural or legal person established in the Community who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Directive, and where reference is made to the term 'manufacturer', it is to be understood as indicating either the manufacturer or his representative;</p>	<p>Fully compliant</p>	
<p>1.28. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;</p>	<p>23. 'system' means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;</p>		
<p>1.29. "technical specification" –</p>			

<p>refers to an act that determines the technical requirements the vehicle, system, spare part or independent technical unit is expected to fulfill, before they are released in the market, in order for them to be used, as well as the procedures to verify whether the requirements are fulfilled;</p> <p>1.30. 'original parts or equipment' means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;</p>	<p>26. 'original parts or equipment' means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the</p>	<p>Fully compliant</p>	
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<p>1.31. 'component' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p>	<p>vehicle manufacturer;</p>	<p>Fully compliant</p>	
<p>1.32. 'separate technical unit' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p>	<p>24. 'component' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p>	<p>Fully compliant</p>	
<p>1.33. "old vehicle" – pursuant to special regulation, refers to a vehicle registered as a museum piece or recorded on the central register of national heritage;</p>	<p>25. 'separate technical unit' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p>	<p>Fully compliant</p>	
<p>1.34. "incomplete vehicle" means</p>	<p>(7) 'vehicle of historical interest' means any vehicle which is considered to be historical by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:</p>	<p>Fully compliant</p>	

<p>any vehicle which must undergo at least one further stage of completion in order to meet the relevant technical requirements;</p> <p>1.35. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements according to the relevant administrative provisions and technical requirements by this law;</p> <p>1.36. 'end-of-series vehicle' means any vehicle that is part of a stock which cannot be registered or sold or entered into service owing to the entry into force of new technical requirements against which it has not been approved;</p> <p>1.37. 'roadworthiness test' means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with</p>	<p>19. 'incomplete vehicle' means any vehicle which must undergo at least one further stage of completion in order to meet the relevant technical requirements of this Directive;</p> <p>20. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements of this Directive;</p> <p>22. 'end-of-series vehicle' means any vehicle that is part of a stock which cannot be registered or sold or entered into service owing to the entry into force of new technical requirements against which it has not been approved;</p> <p>Directive 2014/45/EU on periodic roadworthiness test</p> <p>(9) 'roadworthiness test' means an inspection in accordance with</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>required and mandatory safety and environmental characteristics:</p> <p>1.38. 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>1.39. "legal entity for technical control" – refers to the legal entity authorized to carry out the technical inspection of road vehicles;</p> <p>1.40. 'deficiencies' means technical defects and other instances of non-compliance found during a roadworthiness test;</p> <p>1.41. "registration": shall mean 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</p>	<p>Annex I designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>(12) 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>(14) 'competent authority' means an authority or public body entrusted by a Member State with responsibility for managing the system of roadworthiness testing, including, where appropriate, the carrying-out of roadworthiness tests;</p> <p><b>Directive 1999/37/ on the registration documents for vehicle</b></p> <p>(b) "registration": shall mean 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</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>serial number, to be known as the registration number;</p> <p>1.42. "registration consent" -- refers to a document issued during the identification procedure, or during the technical inspection of the vehicle;</p> <p>1.43. 'holder of a vehicle registration certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>1.44. "cancellation of a registration": means the cancellation of the authorisation for a vehicle to be used in road traffic;</p> <p>1.45. "suspension": means a limited period of time in which a vehicle is not authorised to be used in road traffic;</p> <p>1.46. 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of the vehicle carried out by the mobile technical inspection under the direct</p>	<p>number, to be known as the registration number;</p> <p>(c) "registration certificate": shall mean the document which certifies that the vehicle is registered in a Member State;</p> <p>(8) 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>(f) "cancellation of a registration": means the cancellation of a Member State's authorisation for a vehicle to be used in road traffic.;</p> <p>'(e) "suspension": means a limited period of time in which a vehicle is not authorised by a Member State to be used in road traffic following which – provided the reasons for suspension have ceased to apply – it may be authorised to be used again without involving a new process of registration;</p> <p><b>Directive 2014/47/ on technical roadside inspection</b></p> <p>(10) 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of a</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>supervision of the Ministry responsible for transport;</p>	<p>commercial vehicle carried out by the competent authorities of a Member State or under their direct supervision;</p>	<p>Fully compliant</p>	
<p>1.47. 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>(19) 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>Fully compliant</p>	
<p>1.48. 'inspector' means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p>	<p>(13) 'inspector' means a person authorised by a Member State or by its competent authority to carry out roadworthiness tests in a testing centre or, where appropriate, on behalf of a competent authority;</p>	<p>Fully compliant</p>	
<p>1.49. 'end-of life vehicle' means a vehicle which is waste which the holder discards or intends or is required to discard;</p>	<p><b>Directive 2000/53 on end-of life vehicle</b> 2. 'end-of life vehicle' means a vehicle which is waste within the meaning of Article 1(a) of Directive 75/442/EEC;</p>	<p>Fully compliant</p>	
<p>1.50. 'prevention' means measures aiming at the reduction of the quantity and the harmfulness for the environment of end-of life vehicles, their materials and substances;</p>	<p>4. 'prevention' means measures aiming at the reduction of the quantity and the harmfulness for the environment of end-of life vehicles, their materials and substances;</p>	<p>Fully compliant</p>	
<p>2. The definitions of notions used in</p>			



<p>2. Vehicles that do not fulfill the criteria regarding dimensions, maximum allowed mass and axletree rod, can participate on public road traffic if they fulfill special requirements that enable safe movement pursuant to the permission granted by the Municipal Assembly for local roads or the Ministry in charge for transport for regional and national roads in cooperation with the Kosovo Police, depending on whose territory they participate in traffic.</p>		<p>Not applicable</p>	
<p>3. The operational functions of checks of the axletree burden, the general mass and the dimensions of the vehicle in public road traffic is done by authorized officer for the supervision of traffic on public roads (the authorized officer of the Ministry in charge for transport, the Kosovo Police, the authorized officer from the Municipality Assembly and the Kosovo Custom).</p>		<p>Not applicable</p>	
<p>4. A fine shall be imposed of one hundred and thirty (130) €, on the driver who operates a vehicle which does not fulfill the criteria for the general mass, the dimensions and the</p>		<p>Not applicable</p>	

<p>axletree rod of the vehicle</p> <p>5. A fine of six hundred (600) € is imposed on a legal entity or institution on whose behalf or under whose authorization the person mentioned in paragraph 2 of this Article acts.</p> <p style="text-align: center;"><b>Article 6</b></p> <p style="text-align: center;"><b>Authorization of police, inspector and customs officer</b></p> <p>1. The police, transport inspector and custom officer are authorized to stop and remove the vehicle from traffic if the dimension, mass or axletree burden exceeds the limits, or endangeres the safety of road traffic.</p> <p>2. The vehicle is allowed back into traffic once it obtains a certificate from the competent authorities which states that the vehicle is in proper condition.</p> <p>3. The cargo of the stopped vehicle remains under the responsibility of the carrier that uses this vehicle.</p> <p><b>Article 7</b></p> <p><b>Rules for installations and equipments on the vehicle</b></p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
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<p>The Ministry in charge for transport determines the rules on the installations and equipments which each vehicle must have when participating in public road</p> <p style="text-align: center;">CHAPTER IV</p> <p style="text-align: center;">CONDITIONS FOR ISSUANCE OF VEHICLES IN THE MARKET</p> <p style="text-align: center;"><b>Article 8</b></p> <p style="text-align: center;"><b>General Provisions</b></p> <p>1. Conditions:</p> <p>1.1. Road vehicle, its system, spare part, the independent technical unit and equipment can be released on the market and begin to be used if it fulfills the technical requirements and follow the established procedure of identification and technical evaluation, and if registered pursuant to the provisions of this law and the provisions approved pursuant to this law;</p> <p>1.2. Road vehicles are registered if they fulfill the conditions as per the provisions of chapter IV and of the provisions approved based on this law;</p>	<p style="text-align: center;"><i>Article 26</i></p> <p style="text-align: center;"><b>Registration, sale and entry into service of vehicles</b></p> <p>1. Without prejudice to the provisions of Articles 29 and 30, Member States shall register, and permit the sale or entry into service of, vehicles only if they are accompanied by a valid certificate of conformity issued in accordance with Article 18.</p>	<p>Fully compliant</p>	
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<p>1.3. It can not be prohibited, restrict or impede the registration, sale, entry into service or circulation on the road of vehicles, components ore separate technical units, on grounds related to aspects of their construction and functioning covered by this law, if they satisfy such requirements as defined by this law.</p> <p style="text-align: center;"><b>Article 9</b></p> <p style="text-align: center;"><b>Exceptions to approval</b></p> <p>1. The provisions for approval do not apply to:</p> <p>1.1. Road vehicles designed and constructed for the needs of the Kosovo Security Force, the Police or the needs of firefighters;</p> <p>1.2. Road vehicles dedicated for use in construction, superficial digging, quarries, ports and airports;</p> <p>1.3. Labour vehicles;</p> <p>1.4. Road vehicles whose maximum construction speed is not above 6 km/h;</p>	<p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Obligations of Member States</b></p> <p>They shall not prohibit, restrict or impede the registration, sale, entry into service or circulation on the road of vehicles, components or separate technical units, on grounds related to aspects of their construction and functioning covered by this Directive, if they satisfy the requirements of the latter.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>2. This Directive does not apply to the type-approval or individual approval of the following vehicles:</p> <p style="padding-left: 40px;">agricultural or forestry tractors, as (a) defined in Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>1.5. Road vehicles dedicated for recreation out of public roads;</p> <p>1.6. Mopeds</p> <p>1.7. Equipment of vehicles designed in special manner to be used in forestry;</p> <p>1.8. Equipment of forestry vehicles, the apparatus installed in the chassis of the vehicle used for agricultural work;</p> <p>1.9. Road vehicles which are temporarily imported to be used in races, fairs and other events organized in the Republic of Kosovo, in which case the temporary importation of these vehicles can last for a maximum of 30 days;</p> <p>1.10. Road vehicles dedicated for driving in road traffic and which are not registered;</p> <p>1.11. Road vehicles dedicated exclusively for racing;</p> <p>1.12. Prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test programme provided they have been specifically designed and</p>	<p>units <sup>(10)</sup> and trailers designed and constructed specifically to be towed by them;</p> <p>(b) quadricycles as defined in Directive 2002/24/EC of the European Parliament and of the Council of 18 March 2002 relating to the type-approval of two or three-wheel motor vehicles <sup>(11)</sup>;</p> <p>(c) tracked vehicles.</p> <p>3. Type-approval or individual approval under this Directive is optional for the following vehicles:</p> <p>(a) vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities;</p> <p>(b) vehicles designed and constructed for use by the armed services, civil defense, fire services and forces responsible for maintaining public order; and</p> <p>(c) mobile machinery,</p> <p>to the extent that these vehicles fulfil the requirements of this Directive. Such optional approvals shall be without prejudice to the application of Directive</p>		
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<p>constructed for this purpose.</p> <p style="text-align: center;"><b>Article 10</b></p> <p><b>The procedure for fulfillment of the conditions</b></p> <p>1. The fulfillment of the conditions from Article 8 of this Law are defined by the following procedures:</p> <p>1.1. Type approval of the road vehicle, the system, spare parts and independent technical units;</p> <p>1.2. Approval of the spare parts and non-original equipment for road vehicles which do not have a type</p>	<p>2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery <sup>(12)</sup>.</p> <p>4. An individual approval under this Directive is optional for the following vehicles:</p> <p>(a) vehicles intended exclusively for racing on roads;</p> <p>(b) prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test programme provided they have been specifically designed and constructed for this purpose.</p>	<p style="text-align: center;">Not applicable</p>	
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<p>approval;</p> <p>1.3. Individual approval of vehicles according to general and special requirements.</p> <p>1.4. Individual approval of processed, repaired and modified vehicles</p> <p>1.5. Vehicle identification;</p> <p>1.6. Ordinary or extraordinary checks of vehicles by special request</p> <p>1.7. The technical examination of the vehicle.</p> <p>2. Procedure for the approval of the road vehicle is performed by the authorized entities for approval by the Ministry in charge of transport.</p> <p>3. The responsible ministry for transport by sub-legal act shall determine the requirements and criteria which shall be fulfilled by the authorized entities for approval from paragraph 2 of this article.</p> <p style="text-align: center;"><b>Article 11</b></p> <p><b>Products that are not in compliance with the EU legislation, but are</b></p>			
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<p>2. In case of deviations from paragraph 1. of this Article, the approval authority can implement alternative relevant requirements recommended by the technical commission of the experts.</p> <p>3. The alternative requirements mentioned in paragraph 2. of this Article are the administrative provisions and technical which aim to ensure the highest level possible of the road safety as well as the environmental protection.</p> <p style="text-align: center;"><b>Article13</b></p> <p style="text-align: center;"><b>Conditions which approves the Ministry in charge of Transport</b></p> <p>1. Competent ministry for transport determines:</p> <p>1.1. The technical requirements for certain categories of road vehicles, their systems, spare parts,</p>	<p>1. In the case of vehicles produced within the quantitative limits specified in Section 2 of Part A of Annex XII, Member States may waive one or more of the provisions of one or more of the regulatory acts listed in Annex IV or Annex XI, provided that they lay down relevant alternative requirements.</p> <p>‘Alternative requirements’ means administrative provisions and technical requirements which aim to ensure a level of road safety and environmental protection which is equivalent to the greatest extent practicable to the level provided for by the provisions of Annex IV or Annex XI, as appropriate.</p>	<p style="text-align: center;">Not applicable</p>	
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<p>independent technical units and equipment, dimensions, maximum allowed mass and axletree burden, as well as technical requirements for vehicles pursuant to Article 8 of this Law;</p> <p>1.2. The manner and procedure for granting the type approval and special unique permit for unique permit vehicle pursuant to Article 10 of this Law;</p> <p>1.3. The form and content of the template for type approval, special type approval, the conformity certificate and the consent for registration pursuant to the rules of this Law;</p> <p>1.4. The form and content of the indications of adaptation, as well as the manner of their placement as per Article 10 of this Law;</p> <p style="text-align: center;"><b>Article 14</b></p> <p style="text-align: center;"><b>Type approval</b></p> <p>1. The type approval is a homologation procedure whereby certifies if the type of vehicle, system,</p>	<p style="text-align: center;"><i>Article 7</i></p> <p style="text-align: center;"><b>Procedure to be followed for the EC type-approval of systems, components or separate technical units</b></p> <p>1. The manufacturer shall submit the application to the approval authority. Only one application may be submitted in respect of a particular type of system,</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>manufacturer/submitter of the request.</p> <p style="text-align: center;"><b>Article 16</b></p> <p style="text-align: center;"><b>Obligations of the authorized entities for approval</b></p> <p>1. The authorized entities for approval shall ensure that manufacturers applying for approval comply the technical conditions as well as the procedure as foreseen by the provisions of this law.</p> <p>2. Entities from paragraph 1 of this article shall approve, register or permit the sale or entry into service only of such vehicles, systems, components or separate technical units which satisfy the requirements and implement the procedure based on this law.</p> <p>3. In cases when type approval is granted, the approval authority issues the type approval certificate whereby certify that a type of vehicle, system, component or separate technical unit is approved.</p> <p>4. Duties of the authorized entities for approval are coordinated and monitored by the ministry responsible for transport</p>	<p style="text-align: center;"><b>Specific provisions concerning systems, components or separate technical units</b></p> <p>1. Member States shall grant an EC type-approval in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate directive or regulation, as prescribed in Annex IV or Annex XI.</p> <p style="text-align: center;"><i>Article 17</i></p> <p style="text-align: center;"><b>Termination of validity</b></p>	<p>Fully compliant</p> <p>Not applicable</p>	
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(5.000) € is imposed on the authorized entity that acts in contrary to the provisions of this Article.

4. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person in charge at the authorized institution from paragraph 3. of this Article.

**Article 18**

**Refusal to issue a certificate of approval for the type of production**

1. The authorized entity for approval shall refuse to issue the type approval certificate for the type of production if it establishes that the production does not fulfill the conditions for usage, for the traffic, for the living environment or public health, and other foreseen technical conditions that are being implemented.

*Article 8*

**General provisions**

3. If a Member State finds that a type of vehicle, system, component or separate technical unit, albeit in conformity with the required provisions, presents a serious risk to road safety or seriously harms the environment or seriously harms public health, it may refuse to grant EC type-approval. In this case, it shall immediately send the other Member States and the Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.

Fully compliant

Fully compliant

<p>2. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity that acts in contrary to the provisions of this Article.</p> <p>3. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person responsible at the authorized institution that acts in contrary to the paragraph 1 of this article.</p>		Not applicable	
<p style="text-align: center;"><b>Article 19</b></p> <p style="text-align: center;"><b>Obligations of the manufacturer</b></p> <p>1. The manufacturer is responsible for ensuring conformity of products whether or not is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit; as well as in cases when he modifies or changes component parts or systems already approved in previous stages shall be proven by the conformity certificate.</p>	<p style="text-align: center;"><i>Article 5</i></p> <p style="text-align: center;"><b>Obligations of manufacturers</b></p> <p>1. The manufacturer is responsible to the approval authority for all aspects of the approval process and for ensuring conformity of production, whether or not the manufacturer is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit.</p>	Not applicable	
<p>2. Where a manufacturer who has been granted with type approval for vehicle, system component or separate technical unit is obliged for</p>	<p style="text-align: center;"><i>Article 32</i></p> <p style="text-align: center;"><b>Recall of vehicles</b></p> <p>1. Where a manufacturer who has been granted an EC vehicle type-approval is obliged, in application of the provisions of a regulatory act or of</p>	Fully compliant	
		Fully compliant	

<p>the withdrawal of product series of the approved type, when these products presents a serious risk to road safety, public health or environmental protection, he shall immediately inform the approval authority (homogation) that granted the vehicle approval as well as to propose the correct measures to be taken.</p>	<p>Directive 2001/95/EC, to recall vehicles already sold, registered or put into service because one or more systems, components or separate technical units fitted to the vehicle, whether or not duly approved in accordance with this Directive, presents a serious risk to road safety, public health or environmental protection, he shall immediately inform the approval authority that granted the vehicle approval thereof.</p>		
<p>3.If the authorized entity for approval which granted the type approval is itself not satisfied with the measures of the manufacturer from paragraph 2 of this Article, then the approval authority shall take all protective measures required, including the withdrawal of the vehicle's type approval</p>	<p>3. If the measures are considered to be insufficient by the authorities concerned or have not been implemented quickly enough, they shall inform the approval authority that granted the EC vehicle type-approval without delay.</p> <p>The approval authority shall then inform the manufacturer. If the approval authority which granted the EC type-approval is itself not satisfied with the measures of the manufacturer, it shall take all protective measures required, including the withdrawal of the EC vehicle type-approval where the manufacturer does not propose and implement effective corrective</p>	<p>Fully compliant</p>	

<p>4. A fine of one thousand and five hundred (1.500) € up to two thousand (2.000) € is imposed on the manufacturer – legal person who acts contrary to the provisions of this Article.</p> <p>5. A fine of five hundred (500) € up to two thousand (2.000) € is imposed on the person responsible next to the manufacturer who acts contrary to the provisions of this Article.</p> <p>4. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity that acts contrary to the provisions of this Article.</p> <p>5. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person in charge at the authorized institution who acts in contrary to the provisions of this</p>	<p>measures. In case of withdrawal of the EC vehicle type-approval, the concerned approval authority shall notify the manufacturer, the approval authorities of the other Member States and the Commission by registered letter or equivalent electronic means within 20 working days.</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
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<p>manufacturer who acts contrary to the provisions of this Article.</p> <p>5. A fine of three thousand and five hundred (3.500) € up to five thousand (5.000) € is imposed on the authorized entity who acts in contrary to the provisions of this Article.</p> <p>6. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on the person responsible by the authorized entity who acts in contrary to the provisions of this article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 21</b></p> <p style="text-align: center;"><b>EU Type Approval</b></p> <p>The manufacturer that has an EU type approval for the product is responsible to ensure that every product is compatible with the approved type of the product, namely they are obligated to organize manufacturing procedures and a system to control the products that ensures it.</p>	<p style="text-align: center;"><i>Article 18</i></p> <p style="text-align: center;"><b>Certificate of conformity</b></p> <p>1. The manufacturer, in his capacity as the holder of an EC type-approval of a vehicle, shall deliver a certificate of conformity to accompany each vehicle, whether complete, incomplete or completed that is manufactured in conformity with the approved vehicle type.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><b>Article 22</b></p> <p style="text-align: center;"><b>Conformity of products</b></p> <p>1. The manufacturer that has a EU</p>	<p style="text-align: center;"><i>Article 12</i></p>	<p>Fully compliant</p>	

<p>type approval for the vehicle is obligated to allow compatibility for every vehicle manufactured in compliance with the approved type and to issue the conformity certificate.</p> <p>2. If certain deviations appear during manufacturing, the manufacturer is obligated to take the necessary steps to create a series of compatible products adequate for the approved type of product.</p> <p>3. In case of incompatible products, the approval authority shall withdraw the type approval for the product or set a deadline for the correction of errors identified. If the manufacturer fails to take appropriate action within the deadline given by the approval authority, the latter shall withdraw the issued approval.</p> <p>4. A fine of three thousand and five hundred (3.500) € up to four thousand and five hundred (4.500) € is imposed on a manufacturer, legal person, who</p>	<p style="text-align: center;"><b>Conformity of production arrangements</b></p> <p>3. When a Member State which has granted an EC type-approval establishes that the arrangements referred to in paragraph 1 are not being applied, deviate significantly from the arrangements and control plans agreed, or have ceased to be applied, although production is not discontinued, that Member State shall take the necessary measures, including the withdrawal of the type-approval, to ensure that the conformity of production procedure is followed correctly.</p>		
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<p style="text-align: center;"><b>Article 24</b></p> <p style="text-align: center;"><b>The amendments of the data and approval</b></p> <p>1. The manufacturer who has obtained the type approval pursuant to the provisions of this law is obligated to inform the approval authority on all the changes of data, including the information package on the allowed type of product.</p> <p>2. The approval authority can make a decision only in regards to those requests or supplements of the type of product related to its decision during the first approval.</p> <p>3. Each manufacturer or owner of type approval is obliged to inform the approval authority on the termination of the product, respectively related with each change on the information package.</p>	<p>approval to verify, if need be in cooperation with the approval authorities of the other Member States, that the arrangements referred to in paragraph 1 continue to be adequate and that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type.</p> <p style="text-align: center;"><i>Article 13</i></p> <p style="text-align: center;"><b>General provisions</b></p> <p>1. The manufacturer shall inform without delay the Member State that granted the EC type-approval of any change in the particulars recorded in the information package. That Member State shall decide, in accordance with the rules laid down in this Chapter, which procedure is to be followed. Where necessary, the Member State may decide, in consultation with the manufacturer that a new EC type-approval is to be granted.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>4. A fine of two thousand and five hundred (2.500) € up to four thousand (4.000) € is imposed on the- legal entity who acts contrary to the provisions of paragraph 1. and 3. of this Article.</p> <p>5. A fine of five hundred (500) € up to one thousand (1.000) € is imposed on a manufacturer, as a natural person, who acts contrary to the provisions of this Article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Individual type approval</b></p> <p style="text-align: center;"><b>Article 25</b></p> <p style="text-align: center;"><b>Procedures</b></p> <p>1. Individual approval of vehicles is a procedure in which the authorized entity for approval, based on the instructions of the authorized homologation institution, establishes that the vehicle examine, whether or</p>	<p style="text-align: center;"><i>Article 24</i></p> <p style="text-align: center;"><b>Individual approvals</b></p> <p>1. Member States may exempt a particular vehicle, whether unique or not, from compliance with one or more of the provisions of this Directive or</p>	<p>Not applicable</p> <p>Fully compliant</p>	

<p>not it is unique, fulfills the set requirements and a special permit is issued accordingly.</p> <p>2. The approval certificate from paragraph 1. of this Article contains the vehicle identification number, the manufacturer, the representative of the manufacturer (the chassis number) it belongs to.</p> <p>3. To obtain an individual approval of vehicle, the manufacturer, the representative or the owner is obligated to submit a request at one of the authorized entities for approval.</p> <p>4. The authorized entity for approval issues a conformity certificate on the compatibility of a particular vehicle pursuant to the permit from paragraph 1. of this article.</p> <p>5. The expenses for the certificate issuance procedure for individual approval of vehicle are covered by the manufacturer/submitter of the request from paragraph 3. of this Article.</p> <p style="text-align: center;"><b>Article 26</b></p> <p style="text-align: center;"><b>The implementation of procedure</b></p> <p>1. Individual vehicle approval is</p>	<p>with one or more of the regulatory acts listed in Annex IV or Annex XI, provided that they impose alternative requirements.</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Obligations of Member States</b></p> <p>1. Member States shall ensure that manufacturers applying for approval comply with their obligations under this Directive.</p> <p>2. Member States shall approve only such vehicles, systems, components or separate technical units as satisfy the requirements of this Directive.</p> <p>3. Member States shall register or</p>	<p>Fully compliant</p>	
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<p>realized :</p> <p>1.1. For the vehicle whose type was not approved pursuant to the provisions of this law;</p> <p>1.2. For the vehicle which has been approved individually, but this approval is limited in a country that has realized the approval.</p> <p>1.3. Vehicles produced in many stages.</p> <p style="text-align: center;"><b>Article 27</b></p> <p style="text-align: center;"><b>Corrected and repaired vehicles</b></p> <p>1. Individual approval procedure of the processed vehicle is carried out as well as for the vehicle in which the compliance with rules have been previously ascertained, if the later processed are relevant in at least one of the following conditions:</p> <p>1.1. Relating with data recorded in the vehicle registration procedure;</p> <p>1.2. Affect the approved systems, components, separate technical units and equipment of vehicles;</p> <p>1.3. Affect the safety of the vehicle</p>	<p>permit the sale or entry into service only of such vehicles, components and separate technical units as satisfy the requirements of this Directive.</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Obligations of Member States</b></p> <p>1. Member States shall ensure that manufacturers applying for approval comply with their obligations under this Directive.</p> <p>2. Member States shall approve only such vehicles, systems, components or separate technical units as satisfy the requirements of this Directive.</p> <p>3. Member States shall register or permit the sale or entry into service</p>		
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<p>and the protection environment from pollution.</p> <p>2. The improvements respectively repairs from paragraph 1 of this Article are work that concern changes in the mass and geometrical parameters of the vehicle; changes of the type, version and processes in the vehicle; the improvement or repair of special basic systems, namely the systems installed beforehand, the component parts, the independent technical units and equipment of the vehicle with other elements that feature different characteristics; important repairs or improvements (changing the chassis etc.); the installation of non original and not allowed systems, component parts and special technical units; installations of gas and oil functions and the like.</p> <p>3. The changing of any system, component part or special technical unit and equipment on the vehicle with an original one is not considered a change to the vehicle.</p> <p>4. A fine of four thousand (4000) € is imposed on the legal entity,</p>	<p>only of such vehicles, components and separate technical units as satisfy the requirements of this Directive.</p>		
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<p>individual independent employer or individual who works independently and acting contrary to the provisions of this Article, whereas the responsible person will be fined in amount of four hundred (400) €, as well as the individual who acts in contrary to the provisions of paragraph 2 of this article, will be fined by four hundred (400) €</p> <p style="text-align: center;"><b>Article 28</b></p> <p style="text-align: center;"><b>Conditions for individual approval of the vehicle</b></p> <p>1. The individual approval of vehicles must be done in compliance with the provisions of this law and the provisions passed pursuant to this law.</p> <p>2. A fine of two thousand (2.000) € up to three thousand (3.000) € is imposed on the authorized institution who grants the approval in contrary to the provisions of paragraphs of this Article.</p> <p>The identification, the identification and evaluation of the technical condition of the vehicle</p> <p style="text-align: center;"><b>Article 29</b></p>		<p>Fully compliant</p>	
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**The procedure**

Identification is a procedure that determines the conformity of the vehicle and its basic technical data through the document submitted and/or by the examination of the data on the vehicle information register.

**Article 30**

**Evaluation of the vehicle technical condition**

1. The evaluation of the vehicle's technical condition is the procedure during which the vehicle, according to the established procedure, is checked as a whole, as well as the fulfillment of the safety criteria for participation in traffic.
2. The procedure in paragraph 1 of this Article ensures that the vehicle is improved or repaired pursuant to Article 27 of this law.

**Article 31**

**Old timer' vehicle**

The status of 'old timer' is awarded to the vehicle which is older than 35 years, which is well kept and technically maintained, and it is well

<p>adapted with the original construction structure and form, but, due to its historic and technical significance, cannot be used for daily transport.</p> <p style="text-align: center;"><b>Article 32</b></p> <p><b>Approval Authority (homologation)</b></p> <p>The Ministry in charge of Transport is the homologation authority and is responsible for monitoring and administrative supervision for all aspects of the vehicle homologation system, its components, its individual units, adoption of parts, vehicle equipment and vehicle specific approvals.</p> <p style="text-align: center;"><b>Article 33</b></p> <p style="text-align: center;"><b>Functions of the entities for approval</b></p> <p>1. The authorized entities for approval are specifically authorized to perform the work as following:</p> <p>1.1. analysis, checks and activities of certification regarding the procedure</p>	<p style="text-align: center;"><i>Article 41</i></p> <p><b>Designation of technical services</b></p> <p>1. When a Member State designates a technical service, the latter shall comply with the provisions of this Directive.</p> <p>2. The technical services shall carry out themselves or supervise the tests required for approval or inspections specified in this Directive or in a regulatory act listed in Annex IV, except where alternative procedures are specifically permitted. They may not conduct tests or inspections for which they have not been duly designated.</p> <p style="text-align: center;"><i>Article 11</i></p> <p><b>Tests required for EC type-approval</b></p> <p>1. Compliance with the technical prescriptions laid down in this</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	
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<p>for the type approval of the vehicle;</p> <p>1.2. analysis, checks and activities of certification regarding the procedure for the type approval of the system, component part, independent technical unit and equipment;</p> <p>1.3. the fulfillment of the technical requirements in the procedure for special approval of the vehicle pursuant to the requirements of this law and the rules adopted pursuant to this law;</p> <p>1.4. the establishment of fulfillment of the technical conditions in the approval procedure, separately, for vehicles repaired pursuant to Article 30 of this law;</p> <p>1.5. the approval of repaired vehicles pursuant to Article 27 of this law,</p> <p>2.The authorized entity for approval performs or checks the necessary analyses for the type aproval, carries out the necessary checks, performs the procedures pursuant to the necessary specifications and acts in accordance with alternative requests.</p>	<p>Directive and in the regulatory acts listed in Annex IV shall be demonstrated by means of appropriate tests performed by designated technical services.</p> <p>The test procedures, the specific equipment and tools necessary to perform those tests shall be described in each of the regulatory acts.</p> <p>2. The required tests shall be performed on vehicles, components and separate technical units which are representative of the type to be approved.</p> <p>However, the manufacturer may select, in agreement with the approval authority, a vehicle, a system, a component or a separate technical unit which, while not representative of the type to be approved, combines a number of the most unfavorable features with regard to the required level of performance. Virtual testing methods may be used to aid decision-making during the selection process.</p>		
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<p style="text-align: center;"><b>Article 34</b></p> <p style="text-align: center;"><b>Functional and operational conditions</b></p> <p>1. The authorized entities for approval shall fulfill the following conditions:</p> <p>1.1. Space and material-technical conditions ensuring operation in the territory of the Republic of Kosovo;</p> <p>1.2. Relevant professional staff;</p> <p>1.3. Organization of work and organizational structure that guarantees the realization of long-term jobs and quality;</p> <p>1.4. Relevant support in terms of technical and IT support for performing ;</p> <p>1.5. Other specific conditions will determine through a sub legal act.</p> <p>2. The entity which meets the requirements of paragraph 1. of this Article is issued an license with limited term on condition that constantly meets the condition and criteria defined by this law and provisions issued based on this law.</p>			
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<p>been filed against them in court;</p> <p>1.3. it ceased to function pursuant to the court decision.</p> <p style="text-align: center;"><b>Article 38</b></p> <p style="text-align: center;"><b>The rules of the Ministry in charge of Transport</b></p> <p>1.The Minister in establishes:</p> <p>1.1. the conditions for the facility, equipment, tools and staff of the authorized entities ;</p> <p>1.2. procedures for the performance of the authorized entities including setting the mandatory technical specifications which must be applied.</p> <p>1.3. the manner and procedure for the approval and removal of the authorization for the authorized entity</p> <p style="text-align: center;"><b>CHAPTER V</b></p> <p style="text-align: center;"><b>REGISTRATION OF VEHICLES</b></p> <p style="text-align: center;"><b>General Provisions</b></p> <p style="text-align: center;"><b>Article 39</b></p> <p style="text-align: center;"><b>Conditions for participation in road traffic</b></p> <p>1. In order to participate in traffic,</p>		Not applicable	
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vehicles shall be registered and possess a valid traffic certificate or valid test driving certificate, must be marked with a registration plate or test plates established for purposes of vehicle identification.

2. Notwithstanding from paragraph 1. of this Article, lightweight trailers are not registered but they shall possess the systems and the equipment described without any defects, as well as the technical check certificate which states the date of the first technical checkup and the deadline for the next technical inspection. In road traffic can participate as well the unregistered vehicles such as motor-cultivators and work tools, if they have the systems and determined equipment technically in order.

3. A fine of five hundred (500) € is imposed on a driver who acts contrary to the provisions of this Article.

#### **Article 40**

##### **Vehicles of international bodies**

1. Vehicles of diplomatic and consular missions, as well as vehicles



5. A fine of five thousands (5.000) € is imposed on a legal or natural person acting independently, who acts contrary to the provisions of this Article, whereas the responsible person is fined by five hundred (500) €. Likewise, a fine of five hundred (500) € is imposed on a person responsible at the central or local institutions.

**Article 41**

**Registered vehicles in other countries**

1. Vehicles registered in other states can circulate in traffic in the Republic of Kosovo if they possess the registration plates and circulation permit, if the vehicle is marked with the code of the state it is registered in as defined by the international convention on road traffic. The code can be on the registration plate of the vehicle or specifically marked.

2. Notwithstanding from paragraph 1. of this article, vehicles can circulate in traffic with foreign probationary plates or temporary plates if they have no technical defects and possess the

Not applicable

Not applicable

Not applicable

<p>obligatory insurance of responsibility for international traffic and a valid permit for probationary driving or a valid registration certificate.</p> <p>3. A fine of one hundred (100) € is imposed on a driver who acts contrary to the rules of this Article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 42</b></p> <p style="text-align: center;"><b>The authorizations of the ministry for interior affairs</b></p>		<p>Not applicable</p>	
<p>1. The Ministry of Interior Affairs determines:</p> <p>1.1. The procedure for the registration of vehicles, the issuance and validity of the vehicle registration certification, for the plates, type, content and form of registration plates, test (probation) plates, change of data as well as de-registration of the vehicles ;</p>		<p>Not applicable</p>	
<p>1.2. Traffic license form and other forms used in the procedure of registration of the vehicle;</p>		<p>Not applicable</p>	
<p>1.3. The value (price) of printed forms which are used in vehicle registration procedure, as well as the value of registration plates and test</p>		<p>Not applicable</p>	

<p>plates which are paid by the party.</p> <p>2. Notwithstanding from provisions of this law, the competent Ministry of Defense determines the manner of registration, the form and content of registration plates for vehicles used by the armed forces of Kosovo, intelligence units, as well as vehicles which are used by the security service of the Ministry of Defense.</p> <p>3. Exceptionally from the provisions of this chapter the competent Ministry of Interior Affairs determines the manner of registration, the form and content of registration plates for police vehicles, vehicles of the intelligent services, as well as vehicles of the state security service.</p> <p>4. With a special sub-legal act will be determined the conditions and criteria</p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
<p style="text-align: center;"><b>Article 43</b></p> <p style="text-align: center;"><b>Registration of vehicles</b></p> <p>The registration of vehicles implies the registration of the vehicle and the owner.</p> <p style="text-align: center;"><b>Article 44</b></p> <p><b>Registration of vehicles of owners</b></p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	



companies seated in a different state, as well as vehicles which are intended for sports and economic events. For these vehicles the registration certificate will be issued with a validity of 1 year.

**Article 46**

**Vehicle registrations certificate with limited term**

1. Vehicles are registered when a foreign citizen, at the end of his stay, transports the vehicle purchased in Kosovo and intends to register it in another state, or vehicles that undergo improvements or repairs which are transported abroad. The traffic permit in this case is issued on a need-basis timeframe, depending on how much time it takes the vehicle to travel to the state it will be registered in. This temporary timeframe of circulation permit cannot be longer than 30 days. In this case, vehicles are registered until the expiry of the validity of their traffic circulation permit.

2. Vehicles which were registered in the Republic of Kosovo and which were stolen and later found are also

Not applicable

Not applicable



<p>registered; in this case, the traffic permit is issued for the time period required for the vehicle to arrive to the Republic of Kosovo but for a period not longer than 30 days. The vehicle shall be registered for a time period until the expiry of the validity of the circulation permit.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 47</b></p> <p><b>The vehicles on joint ownership</b></p> <p>If a vehicle is owned by a number of individuals, then it is registered on behalf of one individual appointed by its co-owners.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 48</b></p> <p><b>Vehicle with leasing contract</b></p> <p>The vehicle with (Leasing) contract or with contract for rent is sold without ownership rights, can be registered on behalf of the user if the owner of vehicle gives its consent in writing. In this case, the legal provisions that are applicable to the owner automatically are applicable to the user, as well. The name of the owner is stated on the traffic permit.</p>		<p>Not applicable</p>	

<p style="text-align: center;"><b>Article 49</b></p> <p><b>The vehicle owned by minors</b></p> <p>The vehicle which is owned by a child or minors is registered in the name of one parent, custodian, foster parent or the person authorized to use the vehicle. In this case, the legal provisions which are applicable to the owner of the vehicle are applicable as well to the user. The name of the owner is stated in the circulation permit.</p>		Not applicable	
<p style="text-align: center;"><b>Article 50</b></p> <p><b>The vehicle owned by adult who does not possess a driver's license</b></p> <p>In the case of vehicles owned by an adult who does not possess a driver's license, the owner (appoints) a user for the vehicle and, in this case, the legal provisions that apply to the owner also apply to the user. The name of the owner is stated in the circulation permit</p>		Not applicable	
<p style="text-align: center;"><b>Article 51</b></p> <p style="text-align: center;"><b>Exemptions</b></p> <p>The provisions of article 49 and 50 of</p>			

<p>this law do not apply to mopeds and motorcycles whose engine capacity is no more than 125 cm<sup>3</sup> and engine power is no more than 11 kW, and the ratio of engine power to the vehicle mass does not exceed 0.1 kW/kg; for tricycles of category L5 in which the engine power does not exceed 15 kw which are owned by a juvenile who possesses a driving license for the category of the vehicle in question.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 52</b></p> <p style="text-align: center;"><b>Use of vehicle</b></p> <p>The user of the vehicle or the holder of the right to vehicle usage can be only the person who possesses a valid driver's license for the vehicle category that is used.</p> <p style="text-align: center;"><b>Article 53</b></p> <p style="text-align: center;"><b>Responsibility for registration</b></p> <p>Vehicles are registered by the competent body of the Ministry of Interior Affairs.</p> <p style="text-align: center;"><b>Article 54</b></p>		<p>Not applicable</p>	

<p><b>Conditions for registration</b></p> <p>1. The vehicle is registered based on a request by the owner. The request must be accompanied by:</p> <p>1.1. Testimony of origin and ownership of the vehicle or special installed parts (assembled) as addition (e.g. the chassis);</p> <p>1.2. The certificate of conformity or approval for registration, in the case of a vehicle which requires a certificate or consent pursuant to this law;</p> <p>1.3. Testimony of the completion of the obligatory insurance of responsibility on third parties for vehicles, whereas for public transport vehicles of passenger the certificate of traveler insurance is required as well ;</p> <p>1.4. Testimony of the regular technical condition of the vehicle, except for vehicles to which technical check is not obligatory. Testimony of the technical check of vehicles is valid for 30 days.</p> <p>2. Exceptionally from paragraph 1 of the previous Article, a historic vehicle</p>	<p style="text-align: center;"><i>Article 8</i></p> <p><b>Roadworthiness certificate</b></p> <p>7. Member States shall ensure that the</p>	<p>Fully compliant</p>	
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<p>can be registered.</p> <p style="text-align: center;"><b>Article 55</b></p> <p style="text-align: center;"><b>Traffic license and registration plates</b></p> <p>1. For a registered vehicle is issued a traffic license and registration plates, which are both issued by the competent body for registration of the vehicle.</p> <p>2. Exceptionally from paragraph 1 of this Article, due to the performance of duties to detect minor offenses or criminal offenses and their authors, individual vehicles of the police and those of the intelligent authorities of security in Kosovo, certain institutions or individuals for safety reasons are issued two or more circulation permits and complete registration plates if so determined by the competent Ministry of Internal Affairs.</p> <p style="text-align: center;"><b>Article 56</b></p> <p style="text-align: center;"><b>The issuance of the vehicle registration certificate</b></p> <p>1. The Vehicle registration certificate,</p>	<p>results of the roadworthiness test are notified, or made available electronically, as soon as possible to the authority responsible for registration of the vehicle. That notification shall contain the information mentioned in the roadworthiness certificate.</p>	<p style="text-align: center;">Not applicable</p>	
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<p>the validity, are issued and renewed by the competent authority of the Ministry for Interior Affairs.</p> <p>2. For each change that causes a modification in the data of the circulation permit (e.g. technical changes, owner, and residence) must, within 15 days, be reported to the competent authority for the vehicle registration.</p> <p>3. A fine of two hundred (200) € is imposed on the owner of the vehicle who acts contrary to the provisions of this Article.</p> <p>4. A fine of one thousand (1.000) € is imposed on a legal or natural person who acts contrary to paragraph 3. of this Article, while a fine of two hundred (200) € is imposed on the person responsible. A fine of two hundred (200) € is imposed on the person responsible at the central or local institutions acting contrary to paragraph 3. of this Article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Registration plates</b> <b>Article 57</b></p>		<p>Not applicable</p>	

<p><b>The obligation of identification</b></p> <p>Vehicles in road traffic must bear two registration plates, except the motorcycle, moped, light quadricycles, engine tricycles, attached cars, tractors and trailers, which are allowed to have one registration plate.</p> <p><b>Article 58</b></p> <p><b>The placement of registration plates</b></p> <p>1. The registration plates are issued for marking and identification of the vehicle.</p> <p>2. A fine of five hundred (500) € is imposed on a driver who uses registration plates of the vehicle that do not belong to that vehicle and the same shall be confiscated.</p> <p><b>Article 59</b></p> <p><b>Content of the registration plates</b></p> <p>1. Registration plates of the vehicle cannot be changed. The vehicle in traffic is not allowed to circulate with plates other than those it was registered with by the competent body at the Ministry of Interior.</p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
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<p>2. Registration plates must be placed where affixed in the spot determined by the manufacturer of the vehicle, so that they can be easily seen and read. They must not be damaged, distorted, covered or coated. Registration plates must be reinforced so that they can stay in permanent manner on the right place.</p> <p>3. A fine of sixty (60) € is imposed on a driver who acts contrary to the provisions of this Article.</p> <p>4. The form and the content of the registration plates will be determined with a special act of the ministry responsible for interior affairs.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 60</b></p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Replacement of the registration plates</b></p>		<p>Not applicable</p>	
<p>1. The owner of the vehicle must change the plate and get a new one if one of them has been lost, damaged, broken, gotten old, and demolished to the extent that it becomes unusable.</p>		<p>Not applicable</p>	
<p>3. A fine of one hundred (100) € is imposed on the individual who acts contrary to the paragraph 1 of this Article.</p>		<p>Not applicable</p>	





paragraphs 2. of this Article. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal or physical person who acts contrary to paragraph 2. of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible.

**Article 62**

**Delivery of registration plates**

The owner of the vehicle is not obliged to hand over the registration a plate if the vehicle has been donated and, as such, is registered with the same registration plates and in the name of the new owner.

**Article 63**

**De-registration of the vehicle**

1. The deregistration of the vehicle due to the replacement of owner is possible only if, at the same time, the new owner of the vehicle is registered.
2. During the transfer of ownership, the new owner does not register the vehicle in his name; he must do this within 15 days upon the date of purchase, or he must issue a statement

Not applicable

Not applicable

Not applicable

<p>on the location of the vehicle pursuant to paragraph 2 of Article 65 of this law.</p>			
<p>3. A fine of forty five (45) € up to one hundred and thirty (130) € is imposed on the individual who acts contrary to paragraphs 2 or 5 of this Article. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal or physical person who acts contrary to the rules of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible.</p>		<p>Not applicable</p>	
<p>4. A fine of two hundred (200) € up to five hundred (500) € is imposed on the legal or physical person who acts contrary to paragraphs 3 of this Article, and a fine of one hundred and fifty (150)€ is imposed on the person responsible.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 64</b></p>		<p>Not applicable</p>	
<p><b>The storage of registration plates</b></p>			
<p>The competent body for vehicle's registration at the Ministry of Interior keeps the registration plates delivered one year from the delivery date. If at this time limit with these registration plates is not registered the same</p>		<p>Not applicable</p>	

<p>vehicle, then these plates are destroyed.</p> <p style="text-align: center;"><b>Article 65</b></p> <p style="text-align: center;"><b>Duties of the owner of the vehicle out of use</b></p> <p>1. The owner of an unusable vehicle, pursuant to the rules on environment protection, must deregister the vehicle and submit testimony of its destruction, as required by the environment protection rules. The registering authority notes this information on the register of vehicles.</p> <p>2. The owner of the vehicle which is not amortized, according to the environment protection rules, after deregistering the vehicle, must issue a statement with information on the location of the vehicle, at the registration authority which identifies in the register of vehicles. The identified vehicle in question shall remain in the location noted on the statement, and the registering authority must be informed within 30 days.</p> <p>3. A fine of forty (40) € is imposed on</p>		<p style="text-align: center;">Not applicable</p> <p style="text-align: center;">Not applicable</p>	
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<p>an individual who acts contrary to the paragraph 2. of this article</p> <p>4. A fine of two hundred (200) € up to five hundred (500) € is imposed on a legal or natural person (acting independently) who acts contrary to paragraph 2. of this Article, and a fine of one hundred and fifty (150) € is imposed on the person responsible.</p> <p>5. A fine of one hundred and fifty (150) € is imposed on the person responsible at the central or local authorities who acts contrary to the provisions of this Article.</p> <p style="text-align: center;"><b>CHAPTER VI</b></p> <p style="text-align: center;"><b>VEHICLES IN REGULAR TECHNICAL CONDITION</b></p> <p style="text-align: center;"><b>Article 66</b></p> <p style="text-align: center;"><b>Vehicles in regular technical condition</b></p> <p>The vehicle in traffic must have no technical defects/deficiencies, meaning it must have the required operational equipment and flawless component systems, and it must fulfill the required security and environment protection standards.</p>	<p style="text-align: center;">DIRECTIVE 2014/45/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on periodic roadworthiness tests for motor vehicles</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>1. Each Member State shall</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Fully compliant</p>	
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<p style="text-align: center;"><b>Article 67</b></p> <p style="text-align: center;"><b>Vehicles registered abroad</b></p> <p>Vehicles registered outside the country can circulate in road traffic in the Republic of Kosovo if they are in proper technical condition. must have the required technical specifications and functional systems, as defined by the international convention on road traffic.</p>	<p>ensure that vehicles registered in its territory are periodically tested in accordance with this Directive by testing centres authorised by the Member State in which those vehicles are registered.</p>		
<p style="text-align: center;"><b>Article 68</b></p> <p style="text-align: center;"><b>Certification of technical regularity</b></p> <p>1. The regular technical condition of a vehicle is asserted by means of technical inspections and by the inspection on the road when participates in traffic.</p> <p>2. The conditions on the fulfilment of the vehicle for participating on the</p>	<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Roadworthiness certificate</b></p> <p>3. Without prejudice to Article 5, in the case of re-registration of a vehicle already registered in another Member State, each Member State shall recognize the roadworthiness certificate issued by that other Member State, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established for periodic roadworthiness tests by the re-registering Member State. In cases of doubt, the re-registering Member State may verify the validity of the roadworthiness certificate before recognizing it.</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>2. Roadworthiness tests shall be</p>	<p style="text-align: center;">Fully compliant</p>	

traffic will be determined by a special sub-legal act.

**Article 69**

**The maintenance vehicle repair, and the installation(mounting) of approved parts**

1. Legal or physical persons who produce, repair, process, maintain, and do business with vehicles, systems and spare parts of vehicles or special vehicle systems, must abide by required standards of professionalism and quality of work bearing in mind all the regulations that guarantee the safety of vehicles in road traffic.
2. Only approved equipment can be affixed on vehicles, the approved parts if approval is required for them.
3. A fine of four hundred (400) € is imposed on an individual who acts

carried out by the Member State of registration of the vehicle, by a public body entrusted with the task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised private bodies.

3. In accordance with the principles laid down by Regulation (EC) No 715/2007 of the European Parliament and of the Council<sup>(1)</sup> and by Regulation (EC) No 595/2009 of the European Parliament and of the Council<sup>(2)</sup>, the Commission shall, by means of implementing acts, and before 20 May 2018, adopt:

Not applicable

<p>contrary to paragraphs 1 and 2 of this Article,</p> <p>4. A fine of 400 € is imposed and the owner of the vehicle is imposed for failing to act pursuant to paragraphs 1 and 2 of this Article despite having approved of the decision.</p> <p>5. A fine of four thousand (4.000) € is imposed on a legal or physical person (acting independently) if he acts contrary to paragraphs 1 and 2 of this Article, and a fine of four hundred (400) € is imposed on the person responsible.</p> <p>6. The procedure from paragraph 1 of this article will be determined by a special sub-legal act.</p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
<b>Article 70</b>			
<b>Special transport vehicles</b>			
<p>1. Special vehicles of transport can participate in road traffic if they are built, equipped, marked, checked and if they are equipped with a valid certificate in compliance with the rules or respective agreement on the transportation of special kinds of merchandise.</p>		<p>Not applicable</p> <p>Not applicable</p>	



<p>2. A fine of four hundred (400) € is imposed on a driver who acts contrary to the previous paragraph regarding equipment, marking, and technical inspection of the vehicle.</p> <p>3. A fine of four thousand (4.000) € is imposed on a legal or physical person who acts contrary to paragraph 1 of this Article, while a fine of four hundred (400) € is imposed on the person responsible. A fine of four hundred (400) € is imposed on the person responsible at the central or local institution that acts contrary to paragraph 1 of this Article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 71</b></p> <p style="text-align: center;"><b>Vehicle for group transport of children</b></p>		<p>Not applicable</p>	
<p>1. A vehicle that transports groups of children must, besides the general vehicle requirements foreseen by this law, fulfill special technical requirements ensuring the safety of children.</p>		<p>Fully compliant</p>	
<p>2. A fine of two hundred and fifty (250) € is imposed on a driver who uses the vehicle contrary to paragraph 1. of this Article.</p>		<p>Not applicable</p>	

<p>3. A fine of two thousand (2.000) € is imposed on a legal or physical person (acting independently) who uses the vehicle contrary to paragraph 1. of this Article, and a fine of two hundred and fifty (250) € is imposed on the person responsible.</p> <p style="text-align: center;"><b>Article 72</b></p> <p style="text-align: center;"><b>Tractors that do not circulate in road traffic</b></p> <p>The Ministry responsible for transport determines the rules of participation in road traffic for tractors operating in agriculture and forestry, as well as for the obligatory equipment and related matters.</p> <p style="text-align: center;"><b>Article 73</b></p> <p style="text-align: center;"><b>Technical control of Vehicles</b></p> <p>1. The verification of the technical condition of vehicles in road traffic is performed through technical inspections, procedure in which the legal entity in charge of the technical examination evaluates the vehicle data, the condition of the parts, systems and vehicle equipment and</p>	<p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>2. Roadworthiness tests shall be</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Fully compliant</p>	
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<p>the fulfillment of other requirements for the vehicle as determined by this law and the rules issued pursuant to it.</p> <p>2. The entities authorized for technical control in case of technical control of vehicles are obliged to identify the kilometers driven of the vehicle –odometer reading.</p> <p>3. A fine of ten thousand (10000) is imposed on the entity or individual who changes the number of the passed kilometers of the vehicle, while a fine of one thousand (1000) is imposed on the person at the technical control entity who not registers the past kilometers.</p> <p style="text-align: center;"><b>Article 74</b></p> <p style="text-align: center;"><b>Types of technical controls</b></p> <p>1. The vehicles included in road traffic, except motor-cultivators and</p>	<p>carried out by the Member State of registration of the vehicle, by a public body entrusted with the task by that Member State or by bodies or establishments designated and supervised by that Member State, including authorised private bodies.</p> <p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Roadworthiness certificate</b></p> <p>6. Member States shall ensure that, for the purposes of checking the odometer, where an odometer is normally fitted, the information included in the previous roadworthiness test is made available to the inspectors as soon as it is available electronically.</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Not applicable</p>	
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<p>4. A fine of one three hundred and fifty (350) € is imposed on a driver who fails to take his vehicle for an extraordinary technical examination.</p>	<p>modified:</p> <ul style="list-style-type: none"> <li>— where the holder of the registration certificate of a vehicle has changed;</li> <li>— when the vehicle has reached a mileage of 160 000 km;</li> <li>— in cases where road safety is seriously affected.</li> </ul>	Fully compliant	
<p style="text-align: center;"><b>Article 76</b></p> <p><b>The regular technical inspection</b></p> <p>1. Technical inspection is performed once a year following the first inspection for:</p> <p>1.1. Transport vehicles, pulling heads and attached cars;</p> <p>1.2. Vehicles used to transport dangerous material which must be in compliance with the rules and specifically marked;</p> <p>1.3. Working vehicles;</p> <p>1.4. Buses;</p> <p>1.5. Attached cars, except light trailers, tractor trailers, special trailers for transporting boats, sports horses, water motor bicycles, and other sport</p>	<p>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</p> <p style="text-align: center;"><i>Article 1</i></p> <p style="text-align: center;"><b>Subject matter</b></p> <p>This Directive establishes minimum requirements for a regime of periodic roadworthiness tests of vehicles used on public roads.</p>	Fully compliant	
		Not applicable	
		Fully compliant	
		Fully compliant	











<p>more significant non-compliances:</p> <p>1.3. dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>2. The Ministry by sub-legal act determines the evaluation manner and the deficiencies categorization of vehicles which are subject to the technical roadworthiness control.</p> <p>3. A fine of five hundred (500) € is imposed on the entity for technical control who acts in contrary to the point 1.1. of the paragraph 1 of this Article , while a fine of one hundred (100) is imposed on the responsible person of the legal entity for technical control</p> <p>4. A fine of five thousand (5000) € is imposed on the entity authorized for technical control who acts in contrary to the point 1.2. of the paragraph 1 of this article, while a fine of one thousand (1000) euro is imposed on the responsible person of the legal entity for technical control</p>	<p>significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;</p> <p>(b) major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>(c) dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment which justify that a Member State or its competent authorities may prohibit the use of the vehicle on public roads.</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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5. A fine of fifteen thousand (15.000) € is imposed on the legal entity for technical control who acts contrary to the point 1.3. of the paragraph 1 of this article as well as suspension of license for one year, while a fine of three thousand (3.000) € is imposed on the responsible person of the legal entity for technical control

**Article 80**

**Measures to eliminate the deficiencies**

1. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.1 of the paragraph 1 of this Article, then the roadworthiness certificate shall be issued. The legal or natural person is obliged to correct the identified deficiencies. A fine of one hundred (100) € is imposed on the legal or natural person that acts in contrary to this paragraph.

2. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.2 of the paragraph 1 of this Article,

*Article 9*

**Follow-up of deficiencies**

1. In the case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested.

Fully compliant

<p>then the vehicle fails to pass the test of roadworthiness. The legal entity in this case shall set out a deadline to correct the deficiencies found which should not be more than 30 days.</p> <p>3. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the vehicle fails to pass the test of roadworthiness and the suspension of the right to participate in traffic. The technical control entity shall set out a deadline on the deficiencies correction which should not be more than 30 days.</p> <p style="text-align: center;"><b>Article 81</b> <b>Identified changes</b></p> <p>1. If during the technical inspection of</p>	<p>2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test. The subsequent test shall take place during a period defined by the Member State or competent authority but not later than two months following the initial test</p> <p>3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration, until such time as the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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Law.

2. In changes from paragraph 1 of this Article include the affixing (installation) of component systems which are different from parts being replaced and, as such, are not allowed to be affixed (installed) on certain types of vehicles as follows:

2.1. the gas release system;

2.2. mechanical systems for attaching cars (spheres meant to pull 50 mm diameters or pulling heads);

3. The installations from paragraph 2 of this Article are not included on modifications if done by the manufacturer of these parts, the legal or physical person registered for maintenance and repair of vehicle. The subject performing these installations must issue a certificate upon completion of these installations.

4. A fine of one hundred and fifty (150) € is imposed on an individual who acts contrary to paragraph 1 of this Article

5. A fine of one thousand (1.000) € is imposed on the legal or physical

Not applicable

person acting contrary to paragraph 1 of this Article, while a fine of one hundred and fifty (150) € is imposed on the person responsible. Likewise, a fine of five hundred (500) € is imposed on a person from a central or local institution acting contrary to paragraph 1 of this Article.

**Article 83**

**Evidenced changes of the transport vehicle**

1.The owner of the transport vehicle is obliged to claim that changes made to his vehicle, which are done with his consent but do not constitute repair pursuant to Article 27 of this law, then it must be identified at the authorized institution within 30 days from the date of amendment.

2.The changes from paragraph 1 of this Article have to do with the installation of special systems, component parts, independent technical units and equipment which are different from basic installed systems, while the same are licensed to be installed on the vehicle in question (version or model) as

Not applicable

Not applicable

Not applicable

Not applicable

<p>follows:</p> <p>2.1. gas exhaust systems, car pulling equipment, whose maximum mass does not exceed 3.500 kg, with the exception of tractors;</p> <p>2.2. attached parts.</p> <p>3. The installation of special systems, component parts, independent technical units and equipment from paragraph 2 of this Article are performed by the physical or legal person registered for maintenance and repairmen of transport vehicles. and for which issues a verification of installment thereof.</p> <p>4. A fine of two hundred (200) € is imposed on the owner of a vehicle who acts contrary to the provisions of paragraph 1. of this Article.</p> <p>5. A fine of eight hundred (800) € up to one thousand and two hundred (1.200) € is imposed on a legal person, the owner of the vehicle, who acts contrary to paragraph 1. of this Article.</p> <p style="text-align: center;"><b>Article 84</b></p> <p><b>The instalation of equipment for</b></p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
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<p align="center"><b>Article 85</b></p>			
<p><b>Revocation of the authorization</b></p>			
<p>1. If the authorized entity fails to fix the identified deficiencies, the Minister in charge of transport with a decision shall revoke the authorization.</p>		<p align="center">Not applicable</p>	
<p>2. The decision from paragraph 1 is final and no administrative case can be made against it in court.</p>			
<p>3. A fine of two hundred (200) € is imposed on the owner of a vehicle who acts contrary to the provisions of paragraph 1 of this Article.</p>		<p align="center">Not applicable</p>	
<p>4. A fine of eight hundred (800) € to one thousand and two hundred (1.200) € is imposed on a legal person, the owner of the vehicle, who acts contrary to paragraph 1. of this Article.</p>		<p align="center">Not applicable</p>	
<p>5. A fine of two hundred (200) € is imposed on the legal person responsible who act in contrary to the provisions of this Article.</p>		<p align="center">Not applicable</p>	
<p>6. A fine of one thousand and five hundred (1.500) € is imposed on a physical or legal person acting</p>		<p align="center">Not applicable</p>	

contrary to the provisions of of this Article.

**Article 86**

**Changes that are not noted**

1. In the case of changes on a transport vehicle which do not have impact on traffic safety and the environment, they can easily and directly be done before the use of the transport vehicle, and the owner of the vehicle is not obligated to ask their identification.

2.The changes from paragraph 1 of this Article has to do with the installation of the equipment for the placement of the trunk, antennae's, decoration elements etc.

**Article 87**

**The organizing of the vehicle technical control**

1. The procedures of the vehicle technical controls are unique for all the entities which provide the service of technical control of vehicles.

2. The Ministry in charge of transport determine price list for technical control. The price is unique and



<p>hundred (2.500) € up to three thousand (3.000) € is imposed on a legal person acting contrary to the provisions of paragraph 2. of this Article;</p>		<p>Not applicable</p>	
<p>7. A fine of 1.000 € is imposed on the person responsible for the legal person acting contrary to paragraph 5. of this Article.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 89</b></p> <p style="text-align: center;"><b>Conditions for licensing of legal entities for technical control</b></p> <p>1. The legal entity for technical inspection is authorized to perform one or more functions, as follows:</p> <p>1.1. the evaluation of vehicles' technical condition;</p> <p>1.2. the inspection of vehicles with special requirements;</p> <p>1.3. regular and extraordinary technical inspections.</p> <p>2. The authorization for a technical inspection of the vehicle is issued for at least a set of categories of vehicles. Legal entity can be licensed for more than one line of technical control within the same category of vehicles</p>		<p>Not applicable</p>	

<p>The evaluation authorization of the vehicle's technical condition is issued only in the framework of the authorization for technical inspection of vehicles.</p> <p style="text-align: center;"><b>Article 90</b></p> <p style="text-align: center;"><b>Conditions for obtaining the authorization</b></p> <p>1. In order to obtain the authorization from Article 89 of this law, the legal entity shall fulfill conditions regarding:</p> <p>1.1. Spatial condition</p> <p>1.2. the required professional staff,</p> <p>1.3. required equipment, apparatus and facilities</p> <p>1.4. Relevant technical support in terms of technology and informatics for carrying out the functions</p> <p>1.5. Other specific conditions shall be determined by a bylaw</p> <p style="text-align: center;"><b>Article 91</b></p> <p style="text-align: center;"><b>Obligations of the licensed legal entity</b></p> <p>The licensed authorized entity is obliged to always fulfill the</p>		Fully compliant	
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<p>conditions set by the provisions of this law and the rules adopted as per this law.</p> <p style="text-align: center;"><b>Article 92</b></p> <p style="text-align: center;"><b>The revocation of the entity's technical control license</b></p> <p>1. The Minister in charge of Transport makes the decision to revoke the entitie's license for performing the technical checks. if they:</p> <p>1.1. have ceased to fulfill the conditions set out for the performance of functions pursuant to the provisions of this law and the rules adopted thereby;</p> <p>1.2. bankruptcy or liquidation procedures have been filed against them in court;</p> <p>1.3. have ceased to work based on a court decision;</p> <p>1.4. fails to perform their functions pursuant to the provisions of this law and the rules adopted thereby.</p> <p>1.5. The authority/ entity for professional supervision have informed the relevant ministry for</p>	<p style="text-align: center;"><i>Article 14</i></p> <p style="text-align: center;"><b>Supervision of testing centers</b></p> <p>1. Member States shall ensure that testing centers are supervised.</p> <p>2. A supervising body shall perform at least the tasks provided for in point 1 of Annex V and shall fulfil the requirements laid down in points 2 and 3 of that Annex.</p> <p>Member States shall make publicly available the rules and procedures covering the organization, tasks and requirements, including the independence requirements applicable to the personnel of a supervising body.</p> <p>3. Testing centers directly operated by a competent authority shall be exempted from the requirements</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>failure for not meeting the technical requirements on the occasion of the technical inspection of vehicles.</p> <p>2. The professional supervision from sub-paragraph 1.5. of Paragraph 1 of this Article performs the ministry in charge of transport or entity authorized for professional supervising.</p> <p>3. The decision from paragraph 1. of this Article is final, and an administrative case can be filed against it at the competent court.</p>	<p>regarding authorization and supervision where the supervising body is part of the competent authority.</p> <p>4. The requirements mentioned in paragraphs 2 and 3 of this Article may be regarded as fulfilled by Member States which require that testing centers be accredited under Regulation (EC) No 765/2008.</p>		
<p style="text-align: center;"><b>Article 93</b></p> <p style="text-align: center;"><b>The passage of the exam</b></p> <p>1. Candidates authorized to performe technical control functions shall pass the professional ability test. The test is held before a panel composed by the authority in charge of professional supervision, a chairman and two members. The candidate that successfully passes the professional test shall be issued an attestation on the test taken.</p> <p>2. Professional workers from paragraph 1. of this Article, shall be subject to the acquisition of</p>	<p style="text-align: center;"><i>Article 13</i></p> <p style="text-align: center;"><b>Inspectors</b></p>	<p style="text-align: center;">Fully compliant</p>	



<p>knowledge training every two years from the day of issuance of the attestation of the test they have passed.</p> <p style="text-align: center;"><b>Article 94</b></p> <p style="text-align: center;"><b>Knowledge verification</b></p> <p>1. The candidate who has not passed the test shall be asked to take the test again within 15 days from receipt of the test results.</p> <p>2. In the period up to the professional exam, or passed it and does not take part in the time specified for training for acquiring knowledge, the candidate is not eligible to perform work which require professional testing and training provided.</p> <p style="text-align: center;"><b>Article 95</b></p> <p style="text-align: center;"><b>The rules for the technical control entities</b></p> <p>1. The Minister of Transport shall adopt rules for technical inspection regarding:</p>	<p>1. Member States shall ensure that roadworthiness tests are carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex IV. Member States may lay down additional requirements in respect of competence and corresponding training.</p>	<p>Not applicable</p>	
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<p style="text-align: center;"><b>Supervision</b></p> <p>The supervision of the legal entities for technical inspection is performed by authorized officers of the Ministry</p> <p style="text-align: center;"><b>Article 97</b></p> <p style="text-align: center;"><b>Competencies of official persons</b></p> <p>1. Authorized official person has the duty to:</p> <p>1.1. Check evidence on technical inspections;</p> <p>1.2. Obtain personal data and other information from official sources and other databases needed to perform the inspection. These data shall be forwarded to authorized persons without material compensation;</p> <p>1.3. Obtain data and review technical facilities and safe spaces, tools, forms, seals and other paperwork;</p> <p>1.4. Obtain free copies of documents needed to revise the inspections and actions;</p> <p>1.5. Shall suspend the license in case of deficiencies identified</p> <p>1.6. Performs other actions as</p>			
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<p style="text-align: center;"><b>Suspension and revocation of license</b></p>			
<p>1. If the entity for technical control of vehicles does not eliminate the identified deficiencies within the period of six months from the date when the license has been suspended, the authorized officer proposes to the Minister to revoke the license for performing the vehicle technical control.</p> <p>2. Against the decision from paragraph 1. of this Article, within 8 days, may be appealed to the Ministry which does not postpone the implementation of the decision. The complaint is examined by the committee appointed by the Minister</p> <p>3. The entity who is unsatisfied with the decision taken by the committee that has examined the appeal has the right to submit it to the competent court.</p> <p>4. A fine of three thousand and five hundred (3.500) up to eight thousand and five hundred (8.500) is imposed on the technical control entity €, for acting in contrary to the provisions of</p>			

<p>paragraph 1. of this Article.</p> <p style="text-align: center;"><b>Article 100</b></p> <p><b>The access to information on the repair and maintenance of vehicles</b></p> <p>1. The information on maintenance and repair of vehicles is necessary to establish the condition of the vehicle, servicing, revision, repair, reprogramming, and reintegration of vehicles or the condition of vehicles at a distance, including later changes and supplementary information, including all the data on the installations of parts and tools of the vehicles.</p> <p>2. By the request of the vehicle's owner, the supervising entity of the technical control entities, issues a certification for the party, on the passed kilometers of the vehicle.</p> <p style="text-align: center;"><b>Article 101</b></p> <p><b>Reimbursement for Access</b></p> <p>1. The manufacturer or his representative must, pursuant to technical specifications and for reasonable compensation, enable all vehicle maintenance subjects to have</p>		<p>Fully compliant</p>	<p>Law on Vehicle apply to all vehicles (all vehicles shall undergo the mobile technical inspection) not just commercial vehicles. Shall be regulated by sub-legal act a year after the entrance of this law into force</p>
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<p>unlimited access to technical information, diagnostics and equipment, systems including electronic systems (software), which enable access to information on the maintenance and repair of vehicles.</p> <p>2. A fine of four thousand (4.000) € is imposed on the manufacturer acting contrary to the provisions of this Article, while a fine of four hundred (400) € is imposed on the person responsible.</p>			
<p style="text-align: center;"><b>CHAPTER VII</b></p> <p style="text-align: center;"><b>TECHNICAL ROADSIDE INSPECTION OF THE ROADWORTHINESS</b></p>			
<p style="text-align: center;"><b>Article 102</b></p> <p style="text-align: center;"><b>Mobile technical inspection</b></p>			
<p>1. In order to improve road safety and the environment, determines minimum requirements for a regime of technical roadside inspections of the road worthiness of commercial vehicles and other vehicles as well.</p> <p>2. The mobile technical inspection on the road performs the Ministry in</p>	<p>DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU</p> <p style="text-align: center;"><i>Article 1</i></p> <p style="text-align: center;"><b>Subject matter</b></p>	<p>Fully compliant</p> <p>Fully compliant</p>	

<p>charge for transport or the entities authorized by the Ministry.</p> <p>3. The Ministry by sub-legal act shall determine the conditions and criteria which the entity for mobile technical inspection must meet.</p> <p style="text-align: center;"><b>Article 103</b></p> <p style="text-align: center;"><b>Applicability</b></p> <p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p> <p>1.1. motor vehicles designed and constructed primarily for the carriage of persons and their luggage— vehicle categories M1, M2 and M3;</p> <p>1.2. motor vehicles designed and constructed primarily for the carriage of goods vehicle categories N1, N2 and N3;</p>	<p>In order to improve road safety and the environment, this Directive establishes minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles circulating within the territory of the Member States.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>This Directive shall apply to commercial vehicles with a design speed exceeding 25 km/h of the following categories, as defined in Directive 2003/37/EC of the European Parliament and of the Council <sup>(12)</sup> and Directive 2007/46/EC:</p> <p>(a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O3 and O4;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h. ;</p>	<p>eight seating positions in addition to the driver's seating position — vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p> <p>(b) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes — vehicle categories N<sub>2</sub> and N<sub>3</sub>;</p> <p>(c) trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>(d) wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
<p style="text-align: center;"><b>Article 104</b></p> <p style="text-align: center;"><b>The inspection</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. The reward of inspectors shall not be directly related to the results of</p>	<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors</p>		

<p>initial or more detailed technical roadside inspections.</p> <p>3. More detailed technical roadside inspections shall be carried out by inspectors who fulfill the minimum competence and training requirements laid down Directive EU transposing in our legislation by sub-legal act of the Ministry.</p> <p style="text-align: center;"><b>Article 105</b></p> <p style="text-align: center;"><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, the authorized officers may select, as a priority, vehicles</p>	<p>shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. When carrying out a technical roadside inspection, the inspector shall be free from any conflict of interest that could have any influence on the impartiality and objectivity of his decision.</p> <p>3. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>4. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down in Article 13 and in Annex IV to Directive 2014/45/EU. Member States may provide that inspectors carrying out inspections in designated roadside inspection facilities or using mobile inspection units are to fulfil those requirements or equivalent requirements approved by the competent authority.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p> <p>2. The Ministry by special act shall determine the procedures for initial technical roadside inspection.</p>	<p style="text-align: center;"><i>Article 9</i></p> <p style="text-align: center;"><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>1. Ministry shall ensure that vehicles selected in accordance with Article 103 are subject to an initial technical roadside inspection.</p> <p>2. In each initial technical roadside</p>	<p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Roadside inspection system</b></p> <p>The technical roadside inspection system shall include initial technical roadside inspections as referred to in Article 10(1) and more detailed technical roadside inspections as referred to in Article 10(2).</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board,</p> <p>2.2. shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p> <p>2.4. may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or require that the deficiencies be corrected immediately if such a thing is possible.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection</p>	<p style="text-align: center;"><i>Article 10</i></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.</p> <p>In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</p> <p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>report have been rectified.</p> <p>4. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p> <p style="text-align: center;"><b>Article 107</b></p> <p style="text-align: center;"><b>Detailed technical roadside inspections</b></p> <p>A more detailed technical roadside inspection shall cover those items listed that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p>carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p> <p>2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p> <p style="text-align: center;"><i>Article 10</i></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>3. A more detailed technical roadside inspection shall cover those items listed</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p style="text-align: center;"><b>Article 110</b></p> <p style="text-align: center;"><b>Mobile inspection unit for vehicle technical control</b></p> <p>Mobile inspection units shall include appropriate equipment for carrying out a more detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required.</p>	<p>roadside inspection facility, or in a testing center as referred to in Directive 2014/45/EU.</p> <p>2. Where a more detailed inspection is to be carried out in a testing center or designated roadside inspection facility, it shall be carried out as soon as possible in one of the closest practicable centers or facilities.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><b>Article 111</b></p> <p style="text-align: center;"><b>The content of the list</b></p> <p>For each item to be inspected, provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections. The content of the list will be</p>	<p style="text-align: center;"><i>Article 11</i></p> <p style="text-align: center;"><b>Inspection facilities</b></p> <p>3. Mobile inspection units and designated roadside inspection facilities shall include appropriate equipment for carrying out a more detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required. Where mobile inspection units or designated roadside inspection facilities do not include the equipment required to check an item indicated in an initial inspection, the vehicle shall be directed to a testing center or facility where a detailed check of that item can be</p>		





<p>2. If during the roadside inspection of the vehicle are identified the deficiencies from point 1.1 of the paragraph 1 of this Article, then no fine is imposed, in this case the legal or natural person is obliged to correct the identified deficiencies. A fine of one hundred (100) € is imposed on the legal or natural person that acts in contrary to this paragraph.</p>	<p>significant non-compliances; (c) dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p>	<p>Fully compliant</p>	
<p>3. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.2 of the paragraph 1 of this Article, then the natural or legal person will be fined from one hundred and fifty (150) €. In this case the registration tables of the vehicle shall be confiscated until the delivery of the evidence on the elimination of deficiencies identified.</p>	<p>1. In the case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested.</p>	<p>Fully compliant</p>	
<p>4. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the natural or legal person shall be fined from two hundred and fifty (250) €. In this case the registration</p>	<p>2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test. The subsequent test shall take place during a period defined by the Member State or</p>	<p>Fully compliant</p>	

<p>tables of the vehicle shall be confiscated as well as the removal of that vehicle from traffic until the delivery of the evidence on the elimination of deficiencies identified.</p>	<p>competent authority but not later than two months following the initial test.</p>	<p>Fully compliant</p>		
<p>5. A fine of three thousand and five hundred (3.500) up to five thousand (5000) € is imposed on the legal entity for technical roadside inspection who act in contrary to the provisions of this article.</p>	<p>3. In the case of dangerous deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorisation for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration, until such time as the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition</p>			
<p style="text-align: center;"><b>Article 113</b></p> <p style="text-align: center;"><b>Vehicle with more deficiencies</b></p> <p>A vehicle having deficiencies falling into more than one of the deficiency groups referred to in Article 110 of this Law, shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection as defined by sub-legal act of the Ministry, may be classified in the next most serious deficiency group if it is group if it is considered that the combined effect of those</p>	<p style="text-align: center;"><i>Article 12</i></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 2 shall be classified in the</p>		<p>Fully compliant</p>	
		<p>Fully compliant</p>		

<p>deficiencies results in a higher risk to road safety.</p> <p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.1. Classification of vehicle categories;</p> <p>1.2. Roadside inspection system;</p> <p>1.3. Percentage of vehicles to be inspected;</p> <p>1.4. Risk rating system;</p> <p>1.5. Responsibilities;</p> <p>1.6. Assessment of deficiencies;</p> <p>1.7. Cargo insurance control;</p> <p>1.8. Follow-up in the case of major or dangerous deficiencies;</p> <p>1.9. Inspection fees;</p> <p>1.10. Report of Inspection and data base of the technical roadside</p>	<p>group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection referred to in point 1 of Annex II may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p> <p style="text-align: center;"><i>Article 16</i></p> <p style="text-align: center;"><b>Inspection report and databases on technical roadside inspections</b></p> <p>1. For each initial technical roadside inspection carried out, the following information shall be communicated to the competent authority:</p> <p>(a) country of registration of the vehicle;</p> <p>(b) category of the vehicle;</p> <p>(c) outcome of the initial technical roadside inspection.</p> <p>2. On completion of a more detailed inspection, the inspector shall draw up</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>inspections;</p> <p>1.II. Penalties.</p> <p style="text-align: center;"><b>Article 115</b></p> <p style="text-align: center;"><b>Penalties</b></p> <p>1. For an offense is punished by a fine of one hundred (100) €, a driver whose vehicle during the roadside inspection is wrong.</p> <p>2. A fine of two hundred (200) € up to six hundred (600) is imposed on a legal entity or the public institution on whose ownership the vehicle is.</p>	<p>a report in accordance with Annex IV. Member States shall ensure that the driver of the vehicle is provided with a copy of the inspection report.</p> <p>3. The inspector shall communicate to the competent authority the results of the more detailed technical roadside inspection within a reasonable time following that inspection. The competent authority shall keep that information in accordance with the applicable legislation on data protection for not less than 36 months from the date of its receipt.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><b>CHAPTER VIII</b></p> <p style="text-align: center;"><b>END-OF LIFE VEHICLES</b></p> <p style="text-align: center;"><b>(destruction)</b></p> <p style="text-align: center;"><b>Article 116</b></p> <p style="text-align: center;"><b>End of life Vehicles</b></p> <p>1. End of life vehicles shall be destroyed and managed by the legal persons authorized by the responsible Ministry for environment</p>	<p><b>DIRECTIVE 2000/53/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 18 September 2000 on end-of life vehicles</b></p>	<p>Not applicable</p>	
		<p>Fully compliant</p>	

<p>2. Prevention, collection, reuse, recycling and recovery of end of life vehicles will be determined by sub legal act issued by relevant Ministry of Environment.</p> <p style="text-align: center;"><b>Article 117</b></p> <p style="text-align: center;"><b>Prevention</b></p> <p>1. In the prevention of waste of the vehicles out of use shall:</p> <p>1.1 Vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in vehicles and to reduce them as far as possible from the conception of the vehicle onwards, so as in particular to prevent their release into the environment make recycling easier, and avoid the need to dispose of hazardous waste.</p> <p>1.2. The design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles,</p>	<p style="text-align: center;"><b>Article 1</b></p> <p style="text-align: center;"><b>Objectives</b></p> <p>This Directive lays down measures which aim, as a first priority, at the prevention of waste from vehicles and, in addition, at the reuse, recycling and other forms of recovery of end-of life vehicles and their components so as to reduce the disposal of waste, as well as at the improvement in the environmental performance of all of the economic operators involved in the life cycle of vehicles and especially the operators directly involved in the treatment of end-of life vehicles</p> <p style="text-align: center;"><b>Article 4</b></p> <p style="text-align: center;"><b>Prevention</b></p> <p>1. In order to promote the prevention of waste Member States shall encourage, in particular:</p> <p>(a) vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in vehicles and to reduce them as far as possible from the conception of the vehicle onwards, so as in particular to prevent their release</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	
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<p>their components and materials.</p> <p>1.3. Vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.</p> <p>1.4. Ensure that materials and components of vehicles put on the market do not contain lead, mercury, cadmium or hexavalent chromium besides determined cases.</p> <p style="text-align: center;"><b>Article 118</b> <b>Collection</b></p> <p>The collection of end of life vehicles is performed by legal licensed person, whose main duty is to set up systems for the collection of all end-of life vehicles and, as far as technically feasible, of waste used parts removed when passenger cars are repaired, and to ensure adequate availability of</p>	<p>into the environment, make recycling easier, and avoid the need to dispose of hazardous waste;</p> <p>(b) the design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles, their components and materials;</p> <p>(c) vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.</p> <p>2. (a) Member States shall ensure that materials and components of vehicles put on the market after 1 July 2003 do not contain lead, mercury, cadmium or hexavalent chromium other than in cases listed in Annex II under the conditions specified therein;</p> <p style="text-align: center;"><b>Article 5</b></p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>collection facilities within their territory.</p> <p><b>Article 119</b></p> <p><b>Treatment</b></p> <p>All end-of life vehicles are stored (even temporarily) and treated in accordance with the general requirements defined with the european directive as well as in accordance with the minimum technical requirements which will be transposed in national legislation</p> <p><b>Article 120</b></p> <p><b>Certificate of destruction end-of life vehicles</b></p> <p>Authorized legal person shall set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of the end-of life vehicle. This certificate shall be issued to the owner when the end-of life vehicle is transferred to a treatment facility, which are</p>	<p><b>Collection</b></p> <p>1. Member States shall take the necessary measures to ensure: — that economic operators set up systems for the collection of all endof life vehicles and, as far as technically feasible, of waste used parts removed when passenger cars are repaired, — the adequate availability of collection facilities within their territory</p> <p><b>Article 5</b></p> <p><b>Collection</b></p> <p>1. Member States shall take the necessary measures to ensure: — that economic operators set up systems for the collection of all endof life vehicles and, as far as technically feasible, of waste used parts removed when passenger cars are repaired. -- the adequate availability of collection facilities within their territory</p> <p>2. Member States shall also take the necessary measures to ensure that all end-of life vehicles are transferred to authorised treatment facilities.</p> <p><b>Article 5</b></p> <p><b>Collection</b></p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>authorized to issue the destruction certificate as well as to inform the competent body</p> <p style="text-align: center;"><b>Article 121</b></p> <p style="text-align: center;"><b>Sub-legal acts that are issued for end-of life vehicles</b></p> <p>The relevant Ministry with sub-legal will transpose the EU directive on end-of life vehicles into national legislation.</p> <p style="text-align: center;"><b>CHAPTER IX</b></p> <p style="text-align: center;"><b>TRANSITIONAL AND FINAL PROVISION</b></p> <p style="text-align: center;"><b>Article 122</b></p> <p>The provisions on minor offense</p> <p>The provisions on violations and protective measures pursuant to this law are without prejudice to the application of the criminal code.</p> <p style="text-align: center;"><b>Article 123</b></p> <p style="text-align: center;"><b>The incomes</b></p> <p>1. The incomes derived from the fines on traffic violations as per this law shall be allocated according to the</p>	<p>3. Member States shall set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of the end-of life vehicle. This certificate shall be issued to the holder and/or owner when the end-of life vehicle is transferred to a treatment facility. Treatment facilities, which have obtained a permit in accordance with Article 6, shall be permitted to issue a certificate of destruction.</p>	<p style="text-align: center;">Not applicable</p>	
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<p style="text-align: center;"><b>Article 127</b></p> <p style="text-align: center;"><b>Repeal of the law</b></p> <p>On the day of entry into force of this Law, the article 1, 2, 3, 280, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 310, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, Law on Road Safety (Law No. 02/L-70) will be repealed</p> <p style="text-align: center;"><b>Article 128</b></p> <p style="text-align: center;"><b>Entry into force</b></p> <p>This law enters into force fifteen (15) days after publication in the Official Gazette of the Republic of Kosovo.</p> <p>Kadri Veseli</p> <hr style="width: 20%; margin-left: 0;"/> <p>The President of the Assembly of the Republic of Kosovo</p>			
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	<p style="text-align: center;"><i>Article 5</i></p> <p style="text-align: center;"><b>Percentage of vehicles to be inspected</b></p> <p>1. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States.</p> <p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><b>Risk rating system</b></p> <p>For vehicles referred to in points (a), (b) and (c) of Article 2(1), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III found on</p>		
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	<p>vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC. For the attribution of a risk profile to an undertaking, Member States may use the criteria set out in Annex I. That information shall be used to check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.</p>		
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: <b>COUNCIL DIRECTIVE 1999/37/EC of 29 April 1999 on the registration documents for vehicles</b>
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant <b>DRAFT LAW ON VEHICLE</b>
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

**European Union – Republic of Kosovo**

a) EU normative act (Article, paragraph, sub-paragraph, etc.)  <b>COUNCIL DIRECTIVE 1999/37/EC</b>  of 29 April 1999 on the registration documents for vehicles	b) Provisions of normative act of Kosovo (Article, paragraph, sub-paragraph, etc.)	c) Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non-compliant or not applicable)	d) Comments on reasons for partial compliance or non- compliance and the period foreseen for achieving full compliance
<p align="center"><b>Article 1</b></p> <p>This Directive shall apply to the documents issued by the Member States at the time of registration of vehicles.</p> <p>It shall not prejudice the right of Member States to use, for the temporary registration of vehicles, documents which may not meet the requirements of this Directive in every respect.</p>	<p align="center"><b>General Provisions</b></p> <p align="center"><b>Article 39</b></p> <p align="center"><b>Conditions for participation in road traffic</b></p> <p>1. In order to participate in traffic, vehicles shall be registered and possess a valid traffic certificate or valid test driving certificate, must be marked with a registration plate or test plates established for purposes of vehicle identification.</p>	<p align="center">Fully compliant</p>	
<p align="center"><b>Article 2</b></p> <p>For the purposes of this</p>	<p align="center"><b>Article 3</b></p> <p align="center"><b>Definitions</b></p>		



<p>registered.</p> <p style="text-align: center;"><b>Article 3</b></p> <p>1. Member States shall issue a registration certificate for vehicles which are subject to registration under their national legislation. The certificate shall consist of either a single part in accordance with Annex I or two parts in accordance with Annexes I and II.</p> <p>Member States may authorise the services they appoint to this end, in particular those of the manufacturers, to fill in the technical parts of the registration certificate.</p> <p>2. Where a new registration certificate is issued for a vehicle registered prior to the implementation of this Directive, Member States shall use a certification model as defined in this Directive and may limit the particulars shown therein to those for which the</p>	<p>1.43. 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered,</p> <p style="text-align: center;"><b>General Provisions</b></p> <p style="text-align: center;"><b>Article 39</b></p> <p style="text-align: center;"><b>Conditions for participation in road traffic</b></p> <p>1. In order to participate in traffic, vehicles shall be registered and possess a valid traffic certificate or valid test driving certificate, must be marked with a registration plate or test plates established for purposes of vehicle identification.</p> <p style="text-align: center;"><b>Article 40</b></p> <p style="text-align: center;"><b>Vehicles of international bodies</b></p> <p>1. Vehicles of diplomatic and consular missions, as well as vehicles used by foreign missions, international applicable authorities, foreign representative offices in the</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>required data are available.</p> <p>3. The data given in the registration certificate, in accordance with Annexes I and II, shall be represented by the harmonised Community codes shown in those Annexes.</p> <p style="text-align: center;"><b>Article 4</b></p> <p>For the purposes of this Directive, the registration certificate issued by a Member State 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.</p> <p style="text-align: center;"><b>Article 5</b></p> <p>1. For the purposes of identifying a vehicle in road traffic, Member States may require that the driver carry Part I of the registration certificate.</p> <p>2. With a view to re-registering a vehicle previously registered in another Member State, the</p>	<p>Republic of Kosovo and their personalities, foreign business, cultural and communication entities and other representative offices with temporary or permanent residence in Kosovo can circulate up to six (6) months if they are registered, as well as other vehicles which are in free circulation or are in process of temporary import which lasts more than 6 months, can circulate, if they are registered.</p> <p style="text-align: center;"><b>Article 41</b></p> <p style="text-align: center;"><b>Registered vehicles in other countries</b></p> <p>1. Vehicles registered in other states can circulate in traffic in the Republic of Kosovo if they possess the registration plates and circulation permit, if the vehicle is marked with the code of the state it is registered in as defined by the international convention on road traffic. The code can be on the registration plate of the vehicle or specifically marked.</p> <p style="text-align: center;"><b>Article 42</b></p> <p><b>The authorizations of the ministry for interior affairs</b></p> <p>1. The Ministry of Interior Affairs determines:</p>	<p style="text-align: center;">Partially compliant</p>	<p style="text-align: center;">Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>competent authorities shall require the submission of Part I of the previous registration certificate in every case and the submission of Part II if it was issued. These authorities shall withdraw the part(s) of the previous registration certificate submitted and shall keep the latter for a minimum of six months. They shall, within two months, inform the authorities of the Member State which delivered the certificate of its withdrawal. They shall return the certificate which they have withdrawn to those authorities if they so request within six months of its withdrawal.</p> <p>Where the registration certificate consists of Parts I and II, and Part II is 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, in writing or by electronic means, from the competent authorities in the Member State where the vehicle was previously registered, that the applicant is entitled to re-</p>	<p>1.1. The procedure for the registration of vehicles, the issuance and validity of the vehicle registration certification, for the plates, type, content and form of registration plates, test (probation) plates, change of data as well as de-registration of the vehicles</p>	<p>Not compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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register the vehicle in another Member State.

**Article 6**

Any amendments necessary in order to adapt the Annexes to this Directive to technical progress shall be adopted in accordance with the procedure laid down in Article 7.

**Article 7**

1. Where reference is made to the procedure provided for in this Article, the Commission shall be assisted by the committee established by Article 8 of Council Directive 96/96/EC of 20 December 1996 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers(7), hereinafter referred to as the "committee", which shall consist of representatives of the Member States with a representative of the Commission in the chair.

2. The representative of the Commission shall submit to the committee a draft of the

Not applicable

<p>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 that Article. The chairman shall not vote.</p> <p>3. (a) The Commission shall adopt the measures envisaged if they are in accordance with the opinion of the committee.</p> <p>(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.</p> <p>If, within three months of the</p>		<p>Not applicable</p>	
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submission of the proposal to the Council, the Council has not acted, the proposed measures shall be adopted by the Commission.

**Article 8**

1. Member States shall bring into force the laws, regulations or administration provisions necessary to comply with this Directive by 1 June 2004. They shall notify the Commission thereof immediately.

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

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field governed by this Directive.

The Commission shall

<p>communicate to the Member States all the models for registration certificates used by the national administration.</p>		<p>Not applicable</p>	
<p><b>Article 9</b></p> <p>Member States shall assist one another in the implementation of this Directive. They may exchange information at bilateral or multilateral level in particular so as to check, before any registration of a vehicle, the latter's legal status, where necessary in the Member State in which it was previously registered. Such checking may in particular involve the use of an electronic network.</p>		<p>Not applicable</p>	
<p><b>Article 10</b></p> <p>This Directive shall enter into force on the day of its publication in the Official Journal of the European Communities.</p>		<p>Not applicable</p>	

<p>Article 11</p> <p>This Directive is addressed to the Member States.</p> <p>Done at Luxembourg, 29 April 1999.</p> <p>For the Council</p> <p>The President</p> <p>W. MÜLLER</p> <p>(1) OJ C 202, 2.7.1997, p. 13 and</p> <p>OJ C 301, 30.9.1998, p. 8.</p> <p>(2) OJ C 19, 21.1.1998, p. 17.</p>			
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
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**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

Option/possible alternative:

1. Title of the normative act:

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

2. Proposing body: Ministry of Infrastructure

3. Table: date/month/year 20.08.2016

4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant DRAFT LAW ON VEHICLE

5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

European Union – Republic of Kosovo

a)	b)	c)	d)
<p>EU normative act (Article, paragraph, sub-paragraph, etc.)</p> <p>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</p>	<p>Provisions of normative act of Kosovo (Article, paragraph, sub-paragraph, etc.)</p>	<p>Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non-compliant or not applicable)</p>	<p>Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance</p>
<p><i>Article 1</i></p> <p><b>Subject matter</b></p> <p>This Directive establishes minimum requirements for a regime of periodic roadworthiness tests of vehicles used on public roads.</p>	<p><b>Article 74</b></p> <p><b>Types of technical controls</b></p> <p>1. The vehicles included in road traffic, except motor-cultivators and working vehicles must undergo technical controls within time period determined by Article 78 of this law</p>	<p>Fully compliant</p>	
<p><i>Article 2</i></p>	<p><b>Article 103</b></p> <p><b>Applicability</b></p>		

<b>Scope</b>			
<p>1. This Directive shall apply to vehicles with a design speed exceeding 25 km/h of the following categories, as referred to in Directive 2002/24/EC, Directive 2003/37/EC and Directive 2007/46/EC:</p>	<p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p>	<p>Fully compliant</p>	
<p>... motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising not more than eight seating positions in addition to the driver's seating position – vehicle category M<sub>1</sub>;</p>	<p>1.1. motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position — vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p>	<p>Fully compliant</p>	
<p>... motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position – vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p>		<p>fully compliant</p>	

<p>motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass not exceeding 3,5 tonnes – vehicle category N<sub>1</sub>;</p> <p>motor vehicles designed and constructed primarily for the carriage of goods, having a maximum mass exceeding 3,5 tonnes – vehicle categories N<sub>2</sub> and N<sub>3</sub>;</p> <p>trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes – vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>from 1 January 2022, two- or three-wheel vehicles – vehicle categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm<sup>3</sup>;</p>	<p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes – vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage</p>		
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<p>--- wheeled tractors of category T5, the use of which mainly takes place on public roads with a maximum design speed exceeding 40 km/h.</p> <p>2. Member States may exclude the following vehicles registered in their territory from the scope of application of this Directive:</p> <p>--- vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public roads, such as vehicles of historical interest or competition vehicles;</p> <p>-- vehicles covered by diplomatic immunity;</p> <p>— vehicles used by armed forces, forces responsible for law and order, fire services, civil protection service and emergency or rescue services;</p>	<p>purposes, with a maximum design speed exceeding 40 km/h. :</p>		
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<ul style="list-style-type: none"> <li>— vehicles used for agricultural, horticultural, forestry, farming or fishery purposes only on the territory of the Member State concerned and mainly on the terrain where such activity takes place, including agricultural roads, forestry roads or agricultural fields;</li> <li>— vehicles used exclusively in small islands or sparsely populated areas;</li> <li>— specialised vehicles transporting circus and funfair equipment, with a maximum design speed not exceeding 40 km/h, and only operating on the territory of the Member State concerned;</li> <li>— vehicles in categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm<sup>3</sup>, where the Member State has put in place effective alternative road</li> </ul>			
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<p>safety measures for two- or three-wheel vehicles, taking into account in particular relevant road safety statistics covering the last five years. Member States shall notify such exemptions to the Commission.</p> <p>3. Member States may introduce national requirements concerning roadworthiness tests for vehicles registered in their territory which are not covered by the scope of this Directive and for vehicles listed in paragraph 2.</p>			
<p style="text-align: center;"><i>Article 3</i></p> <p style="text-align: center;"><b>Definitions</b></p> <p>The following definitions shall only apply for the purposes of this Directive:</p> <p>(1) 'vehicle' means any not rail-borne motor vehicle or its trailer;</p>	<p style="text-align: center;"><b>Article 3</b></p> <p style="text-align: center;"><b>Definitions</b></p> <p>1. The definitions of terms used in this law have the following meanings:</p> <p>1.1. "vehicle" means any motor vehicle or its trailer;</p>	<p style="text-align: center;">Fully compliant</p>	

<p>(2) 'motor vehicle' means any power-driven vehicle on wheels which is moved by its own means with a maximum design speed exceeding 25 km/h;</p> <p>(3) 'trailer' means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;</p> <p>(4) 'semi-trailer' means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and the mass of its load is borne by the motor vehicle;</p> <p>(5) 'two- or three-wheel vehicle' means any power-driven vehicle on two wheels, with or without a sidecar, and any tricycle or quadricycle;</p>	<p>1.1. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h.</p>	<p>Fully compliant</p>	
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<p>(6) 'vehicle registered in a Member State' means a vehicle which is registered or put into service in a Member State;</p> <p>(7) 'vehicle of historical interest' means any vehicle which is considered to be historical by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:</p> <ul style="list-style-type: none"> <li>--- it was manufactured or registered for the first time at least 30 years ago;</li> <li>--- its specific type, as defined in the relevant Union or national law, is no longer in production;</li> <li>— it is historically preserved and maintained in its original state and has not undergone substantial changes in the technical characteristics of its</li> </ul>	<p>1.33. "old vehicle" – pursuant to special regulation, refers to a vehicle registered as a museum piece or recorded on the central register of national heritage;</p>	<p>Fully compliant</p>	
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<p>main components;</p> <p>(8) 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>(9) 'roadworthiness test' means an inspection in accordance with Annex I designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>(10) 'approval' means a procedure whereby a Member State certifies that a vehicle satisfies the relevant administrative provisions and technical requirements referred to in Directive 2002/24/EC, Directive 2003/37/EC and Directive 2007/46/EC;</p> <p>(11) 'deficiencies' means</p>	<p>1.43. 'holder of a vehicle registration certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>1.37. 'roadworthiness test' means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>technical defects and other instances of non-compliance found during a roadworthiness test;</p> <p>(12) 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>(13) 'inspector' means a person authorised by a Member State or by its competent authority to carry out roadworthiness tests in a testing centre or, where appropriate, on behalf of a competent authority;</p> <p>(14) 'competent authority' means an authority or public body entrusted by a Member State with responsibility for managing the system of roadworthiness testing.</p>	<p>1.8. "approval (homologation)" means a procedure whereby certifies that a vehicle satisfies the relevant administrative provisions and technical requirements.</p> <p>1.40. 'deficiencies' means technical defects and other instances of non-compliance found during a roadworthiness test;</p> <p>1.38. 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>including, where appropriate, the carrying-out of roadworthiness tests:</p>	<p>roadworthiness test;</p>	<p>Fully compliant</p>	
<p>(15) 'testing centre' means a public or private body or establishment authorised by a Member State to carry out roadworthiness tests;</p>	<p>1.48. 'inspector' means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p>	<p>Fully compliant</p>	
<p>(16) 'supervising body' means a body or bodies set up by a Member State, responsible for the supervision of testing centres. A supervising body can be part of the competent authority or competent authorities;</p>	<p>1.39. "legal entity for technical control" – refers to the legal entity authorized to carry out the technical inspection of road vehicles;</p>	<p>Fully compliant</p>	
<p>(17) 'small island' means an island with fewer than 5 000 inhabitants which is not linked to the other parts of territory by road bridges or road tunnels;</p>	<p>1.39. "legal entity for technical control" – refers to the legal entity authorized to carry out the technical inspection of road vehicles;</p>	<p>Fully compliant</p>	
<p>(18) 'sparsely populated area' means a predefined area with</p>	<p></p>	<p></p>	

<p>a population density of fewer than five persons per square kilometre;</p> <p>(19) 'public road' means a road that is of general public utility, such as a local, regional or national road, highway, expressway or motorway.</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>1. Each Member State shall ensure that vehicles registered in its territory are periodically tested in accordance with this Directive by testing centres authorised by the Member State in which those vehicles are registered.</p>	<p>1.11. 'approval authority' is the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; for the authorization process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production:</p> <p style="text-align: center;"><b>Article 66</b></p> <p style="text-align: center;"><b>Vehicles in regular technical condition</b></p> <p>The vehicle in traffic must have no technical defects/deficiencies, meaning it must have the required operational equipment</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	
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<p>equipment, axles, wheels, tyres, suspension, chassis, chassis attachments, other equipment and nuisance necessary for roadworthiness testing of the items to be tested and on the use of the recommended test methods, in accordance with point 3 of Annex I, and</p> <p>(b) the detailed rules concerning the data format and the procedures for accessing the relevant technical information.</p> <p>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 19(2).</p> <p>The technical information referred to in point (a) of the first subparagraph shall be made available, free of charge or at a reasonable price, by the manufacturers to testing centres</p>	<p>1. The verification of the technical condition of vehicles in road traffic is performed through technical inspections, procedure in which the legal entity in charge of the technical examination evaluates the vehicle data, the condition of the parts, systems and vehicle equipment and the fulfillment of other requirements for the vehicle as determined by this law and the rules issued pursuant to it.</p> <p style="text-align: center;"><b>Article 66</b></p> <p style="text-align: center;"><b>Vehicles in regular technical condition</b></p> <p>A vehicle in traffic must have no technical defects/deficiencies, meaning it must have the</p>	<p>Fully compliant</p>	
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<p>and relevant competent authorities, in a non-discriminatory manner.</p> <p>The Commission shall examine the feasibility of establishing a single point of access for that technical information.</p> <p>4. Member States shall ensure that the responsibilities for keeping a vehicle in a safe and roadworthy condition are defined in national law.</p>	<p>required operational equipment and flawless component systems, and it must fulfill the required security and environment protection standards.</p>	<p>Fully compliant</p>	
<p><i>Article 5</i></p>			

<p><b>Date and frequency of testing</b></p> <p>1. Vehicles shall be subject to a roadworthiness test at least within the following intervals, without prejudice to the period of flexibility applied in Member States under paragraph 3:</p> <p>(a) vehicles of category M<sub>1</sub> and N<sub>1</sub>: four years after the date on which the vehicle was first registered, and thereafter every two years;</p> <p>(b) vehicles of category M<sub>1</sub> used as taxis or ambulances, vehicles of categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub>, N<sub>3</sub>, O<sub>1</sub> and O<sub>2</sub>: one year after the date on which the vehicle was first registered, and thereafter annually;</p> <p>(c) vehicles of category T5 the use of which mainly takes place on public roads for commercial road haulage purposes: four years after the</p>	<p><b>Article 77</b></p> <p><b>Periodic technical control</b></p> <p>1. Technical inspections are performed every six ( 6) months for:</p> <p>1.1. Vehicles used for passenger transport, category M<sub>2</sub>, M<sub>3</sub>;</p> <p>1.2. 1.2. Vehicles used for training of candidates for driver (driving schools);</p> <p>1.3. 1.3. Vehicles that transport groups of children;</p> <p>1.4. Vehicle for transport with mass over 7.5 t;</p> <p>1.5. Vehicles for transport of hazardous materials.</p>	<p>Partially compliant</p>	<p>compliant</p> <p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>date on which the vehicle was first registered, and thereafter every two years.</p> <p>2. Member States shall establish appropriate intervals within which vehicles of categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm<sup>3</sup>, are to be subject to a roadworthiness test.</p> <p>3. Member States or competent authorities may establish a reasonable period during which the roadworthiness test is to be carried out, not exceeding the intervals laid down in paragraph 1.</p> <p>4. Notwithstanding the date of a vehicle's last roadworthiness test, the Member State or competent authority concerned may require it to undergo a roadworthiness test before the dates referred to in paragraphs 1 and 2 in the following cases:</p> <p>— after an accident affecting the</p>	<p style="text-align: center;"><b>Article 75</b></p> <p style="text-align: center;"><b>Extraordinary technical control</b></p> <p>1. On the extraordinary technical inspection shall send:</p> <p>1.1. The vehicle after an</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>main safety-related components of the vehicle, such as wheels, suspension, deformation zones, airbag systems, steering or brakes;</p> <ul style="list-style-type: none"> <li>- when the safety and environmental systems and components of the vehicle have been altered or modified;</li> <li>- where the holder of the registration certificate of a vehicle has changed;</li> <li>- when the vehicle has reached a mileage of 160 000 km;</li> <li>- in cases where road safety is seriously affected.</li> </ul>	<p>accident affecting the main safety-related components of the vehicle, such as wheels, suspension, deformation zones, airbag systems, steering or brakes</p> <p>1.2. the vehicle when the safety and environmental systems and components of the vehicle have been altered or modified;</p> <p>1.3. the vehicle when the vehicle has reached a mileage of 160.000 km.</p>		
<p style="text-align: center;"><i>Article 6</i></p> <p><b>Contents and methods of testing</b></p> <p>1. For vehicle categories falling within the scope of this Directive, with the exception of categories</p>		<p style="text-align: center;">Not applicable</p>	

<p>L3e, L4e, L5e and L7e with an engine displacement of more than 125 cm<sup>3</sup>, Member States shall ensure that roadworthiness tests cover at least the areas referred to in point 2 of Annex I.</p> <p>2. For each area referred to in paragraph 1, the competent authorities of the Member State or the testing centre shall carry out a roadworthiness test covering at least the items referred to in point 3 of Annex I, using the recommended or an equivalent method approved by a competent authority applicable to the testing of those items, as set out in point 3 of Annex I. The test may also include a verification as to whether the respective parts and components of the vehicle correspond to the required safety and environmental characteristics that were in force at the time of approval or, if applicable, at the time of retrofitting.</p>		<p>Not applicable</p>	
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<p>The tests shall be carried out using techniques and equipment currently available without the use of tools to dismantle or remove any part of the vehicle.</p> <p>3. For vehicle categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm<sup>3</sup>, Member States shall determine the areas, items and appropriate methods of testing.</p> <p style="text-align: center;"><i>Article 7</i> <b>Assessment of deficiencies</b></p> <p>1. For each item to be tested, Annex I provides a minimum list of possible deficiencies and their level of severity.</p> <p>2. Deficiencies that are found during periodic testings of vehicles shall be categorised in one of the</p>	<p style="text-align: center;"><b>Article 79</b> <b>Assessment of the deficiencies during the technical roadworthiness control</b></p> <p>1. Deficiencies found during</p>	<p>Fully compliant</p>	
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<p>following groups:</p> <p>(a) minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances;</p> <p>(b) major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>(c) dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment which justify that a Member State or its competent authorities may prohibit the use of the vehicle on public roads.</p> <p>3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in</p>	<p>roadworthiness inspections of vehicles shall be categorized in one of the following groups:</p> <p>minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>1.3. dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p>		
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<p>paragraph 2 shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection area as identified in the scope of the test referred to in point 2 of Annex I, may be classified in the next most serious deficiency group if it can be demonstrated that the combined effect of those deficiencies results in a higher risk to road safety</p>	<p style="text-align: center;"><b>Article 80</b></p> <p style="text-align: center;"><b>Measures to eliminate the deficiencies</b></p> <p>3. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the vehicle fails to pass the test of roadworthiness and the suspension of the right to participate in traffic. The technical control entity shall set out a deadline on the deficiencies correction which should not be more than 30 days</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Roadworthiness certificate</b></p> <p>1. Member States shall ensure that testing centers or, if relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a</p>	<p style="text-align: center;"><b>Article 78</b></p> <p style="text-align: center;"><b>The implementation of technical inspection</b></p> <p>2. If during the technical inspection is found that the vehicle has no technical defects, a certificate shall be issued to that vehicle stating the time when the</p>	<p>Fully compliant</p>	

<p>roadworthiness certificate for that vehicle indicating at least the standardized elements of the corresponding harmonized Union codes as laid down in Annex II.</p> <p>2. Member States shall ensure that testing centres or, if relevant, the competent authorities make the roadworthiness certificate or, in the case of an electronically produced roadworthiness certificate, a certified printout of such certificate available to the person presenting the vehicle for testing.</p> <p>3. Without prejudice to Article 5, in the case of re-registration of a vehicle already registered in another Member State, each Member State shall recognize the roadworthiness certificate issued by that other Member State, as if it had itself issued that certificate, provided that the roadworthiness certificate is still valid in terms of the frequency intervals established</p>	<p>vehicle shall perform the next technical inspection.</p> <p style="text-align: center;"><b>Article 67</b></p> <p style="text-align: center;"><b>Vehicles registered abroad</b></p> <p>Vehicles registered outside the country can circulate in road traffic in the Republic of Kosovo if they are in proper technical condition, must have the required technical specifications and functional systems, as defined by the international convention on</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>for periodic roadworthiness tests by the re-registering Member State. In cases of doubt, the re-registering Member State may verify the validity of the roadworthiness certificate before recognizing it. Member States shall communicate to the Commission a description of the roadworthiness certificate before 20 May 2018. The Commission shall inform the Committee referred to in Article 19. This paragraph shall not apply to vehicle categories L3e, L4e, L5e and L7e.</p> <p>4. Without prejudice to Article 5(4) and paragraph 3 of this Article, Member States shall recognize, as a matter of principle, the validity of the roadworthiness certificate in the event that the ownership of a vehicle — having a valid proof of periodic roadworthiness test — changes.</p> <p>5. As from 20 May 2018 and at the latest by 20 May 2021, testing</p>	<p>road traffic.</p>		
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<p>centers shall communicate electronically, to the competent authority of the Member State concerned, the information mentioned in the roadworthiness certificates which they issue. Such communication shall take place within a reasonable time after each roadworthiness certificate is issued. Until the latter date, testing centers may communicate the relevant information to the competent authority by any other means. Member States shall determine the period during which the competent authority is to retain that information. The duration of that period shall not be less than 36 months, without prejudice to the national tax systems of the Member States.</p>	<p>Article 73</p>	<p>Not applicable</p>	
<p>6. Member States shall ensure that, for the purposes of checking the odometer, where an odometer is normally fitted, the information</p>		<p>Fully compliant</p>	

<p>included in the previous roadworthiness test is made available to the inspectors as soon as it is available electronically. In cases where an odometer is found to have been manipulated with the aim of reducing or misrepresenting the distance record of a vehicle, such manipulation shall be punishable by effective, proportionate, dissuasive and non-discriminatory penalties.</p>	<p><b>Technical control of Vehicles</b></p> <p>2. The entities authorized for technical control in case of technical control of vehicles are obliged to identify the passed kilometers of the vehicle - odometer reading.</p>	<p>Fully compliant</p>	
<p>7. Member States shall ensure that the results of the roadworthiness test are notified, or made available electronically, as soon as possible to the authority responsible for registration of the vehicle. That notification shall contain the information mentioned in the roadworthiness certificate.</p>	<p><b>Article 54</b></p> <p><b>Conditions for registration</b></p> <p>1.4. Testimony of the regular technical condition of the vehicle, except for vehicles to which technical check is not obligatory. Testimony of the technical check of vehicles is valid for 30 days.</p>		

<p style="text-align: center;"><i>Article 9</i></p> <p style="text-align: center;"><b>Follow-up of deficiencies</b></p> <p>1. In the case of minor deficiencies only, the test shall be deemed to have been passed, the deficiencies shall be rectified, and the vehicle shall not be re-tested.</p> <p>2. In the case of major deficiencies, the test shall be deemed to have been failed. The Member State or the competent authority shall decide on the period during which the vehicle in question may be used before it is required to undergo another roadworthiness test. The subsequent test shall take place during a period defined by the Member State or competent authority but not later than two months following the initial test.</p> <p>3. In the case of dangerous deficiencies, the test shall be</p>	<p style="text-align: center;"><b>Article 80</b></p> <p style="text-align: center;"><b>Measures to eliminate the deficiencies</b></p> <p>1. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.1 of the paragraph 1 of this Article, then the roadworthiness certificate shall be issued. The legal or natural person is obliged to correct the identified deficiencies. A fine of one hundred (100) € is imposed on the legal or natural person that acts in contrary to this paragraph.</p> <p>2. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.2 of the paragraph 1 of this Article, then the vehicle fails to pass the test of roadworthiness. The legal entity in this case shall set out a deadline to correct the deficiencies found which should not be more than 30 days.</p>	<p style="text-align: center;">Fully compliant</p>	
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deemed to have been failed. The Member State or the competent authority may decide that the vehicle in question is not to be used on public roads and that the authorization for its use in road traffic is to be suspended for a limited period of time, without requiring a new process of registration, until such time as the deficiencies are rectified and a new roadworthiness certificate is issued testifying that the vehicle is in a roadworthy condition.

*Article 10*  
**Proof of test**

1. The testing center or, if relevant, the competent authority of the Member State that has carried out a roadworthiness test on a vehicle registered in its territory shall provide a proof, such as an indication on the vehicle registration document, a sticker, a

3. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the vehicle fails to pass the test of roadworthiness and the suspension of the right to participate in traffic. The technical control entity shall set out a deadline on the deficiencies correction which should not be more than 30 days.

**Article 78**  
**The implementation of technical inspection**

2. If during the technical inspection is found that the vehicle has no technical defects, a certificate shall be issued to that vehicle stating the time when the vehicle shall perform the next technical inspection.

Fully compliant



<p>certificate or any other easily accessible information, for each vehicle which has passed such a test. The proof shall indicate the date by which the next roadworthiness test is to take place.</p> <p>Member States shall communicate to the Commission a description of that proof before 20 May 2018. The Commission shall in turn inform the Committee referred to in Article 19.</p> <p>2. Where the tested vehicle belongs to a vehicle category which is not subject to registration in the Member State where it has been put into service, that Member State may require the proof of test to be displayed in a visible manner on that vehicle.</p> <p>3. For the purpose of free circulation, each Member State shall recognize the proof provided by a testing center or competent authority of another Member State in accordance with paragraph 1.</p>			
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<p style="text-align: center;"><i>Article 11</i></p> <p><b>Testing facilities and equipment</b></p> <p>1. Member States shall ensure that testing facilities and equipment used for carrying out roadworthiness tests comply with the minimum technical requirements laid down in Annex III.</p> <p>2. Member States shall ensure that the testing centers or, if relevant, the competent authority maintain the testing facilities and equipment in accordance with the specifications provided by the manufacturers.</p> <p>3. Equipment used for measurements shall be periodically calibrated in line with Annex III and verified in accordance with the specifications provided by the Member State concerned or by the</p>	<p style="text-align: center;"><b>Article 78</b></p> <p><b>The implementation of technical inspection</b></p> <p>1. The technical inspection of vehicles must be performed in compliance with the valid regulations, using standard measuring devices and other equipment. The latter must be approved, checked and certified pursuant to the meteorological rules or well calibrated; if no meteorological rules exist on them, then the instructions for the use of technical inspection equipment are taken in consideration during the inspection.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>manufacturer of the equipment.</p>			
<p style="text-align: center;"><i>Article 12</i></p> <p style="text-align: center;"><b>Testing centres</b></p> <p>1. Testing centers in which inspectors perform roadworthiness tests shall be authorized by a Member State or by its competent authority.</p> <p>2. To meet minimum requirements in terms of quality management, testing centers shall comply with the requirements laid down by the authorizing Member State. Testing centers shall ensure the objectivity and the high quality of the roadworthiness tests.</p>	<p style="text-align: center;"><b>Article 88</b></p> <p style="text-align: center;"><b>The legal entities for technical control</b></p> <p>1. The functions of technical control can be performed by legal entities licensed (authorized) by the Minister.</p> <p>2. The entity from paragraph 1. of Article 78. is issued an license with unlimited term, provided that incessantly meets the conditions and criteria established by this law and provisions issued based on this law.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><i>Article 13</i></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. Member States shall ensure that roadworthiness tests are</p>	<p style="text-align: center;"><b>Article 93</b></p> <p style="text-align: center;"><b>The passage of the exam</b></p> <p>1. Candidates authorized to</p>	<p>Fully compliant</p>	

<p>carried out by inspectors fulfilling the minimum competence and training requirements laid down in Annex IV. Member States may lay down additional requirements in respect of competence and corresponding training.</p> <p>2. The competent authorities or, where applicable, approved training centres shall provide a certificate to inspectors who fulfil the minimum competence and training requirements. That certificate shall include at least the information mentioned in point 3 of Annex IV.</p> <p>3. Inspectors employed or authorised by competent authorities of the Member States or by a testing centre at 20 May 2018 shall be exempted from the requirements laid down in point 1 of Annex IV.</p> <p>4. When carrying out a roadworthiness test, the inspector shall be free from any conflict of</p>	<p>performe technical control functions shall pass the professional ability test. The test is held before a panel composed by the authority in charge of professional supervision, a chairman and two members. The candidate that successfully passes the professional test shall be issued an attestation on the test taken.</p>		
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<p>interests so as to ensure, to the satisfaction of the Member State or competent authority concerned, that a high level of impartiality and objectivity is maintained.</p> <p>5. The person presenting the vehicle for testing shall be informed of any deficiencies identified in the vehicle which need to be rectified.</p> <p>6. The results of a roadworthiness test may only be modified, where appropriate, by the supervising body, or in accordance with the procedure set up by the competent authority, if the findings of the roadworthiness test are manifestly incorrect.</p>			
<p><i>Article 14</i></p> <p><b>Supervision of testing centers</b></p> <p>1. Member States shall ensure that testing centers are supervised.</p> <p>2. A supervising body shall</p>	<p><b>Article 92</b></p> <p><b>The revocation of the entity's technical control license</b></p> <p>1. The Minister in charge of Transport makes the decision to revoke the entitie's license for</p>	<p>Fully compliant</p>	

<p>perform at least the tasks provided for in point 1 of Annex V and shall fulfil the requirements laid down in points 2 and 3 of that Annex.</p> <p>Member States shall make publicly available the rules and procedures covering the organization, tasks and requirements, including the independence requirements applicable to the personnel of a supervising body.</p> <p>3. Testing centers directly operated by a competent authority shall be exempted from the requirements regarding authorization and supervision where the supervising body is part of the competent authority.</p> <p>4. The requirements mentioned in paragraphs 2 and 3 of this Article may be regarded as fulfilled by Member States which require that testing centers be accredited under Regulation (EC) No 765/2008.</p>	<p>performing the technical checks. if they:</p> <p>1.1. have ceased to fulfill the conditions set out for the performance of functions pursuant to the provisions of this law and the rules adopted thereby;</p> <p>1.2. bankruptcy or liquidation procedures have been filed against them in court;</p> <p>1.3. have ceased to work based on a court decision;</p> <p>1.4. fails to perform their functions pursuant to the provisions of this law and the rules adopted thereby.</p> <p>1.5. The authority/ entity for professional supervision has informed the relevant ministry for failure for not meeting the technical requirements on the occasion of the technical</p>		
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	<p>inspection of vehicles.</p> <p>2. The professional supervision from sub-paragraph 1.5. of Paragraph 1 of this Article performs the ministry in charge of transport or entity authorized for professional supervising.</p>		
<p><i>Article 15</i></p> <p><b>Administrative cooperation between Member States</b></p> <p>1. Member States shall designate a national contact point responsible for exchanging information with the other Member States and the Commission with regard to the application of this Directive.</p> <p>2. Member States shall forward to the Commission the names and contact details of their national contact point by 20 May 2015, and shall inform it without delay of any changes thereto. The Commission shall draw up a list of all contact</p>		<p>Not applicable</p>	

<p>points and forward it to the Member States.</p> <p style="text-align: center;"><i>Article 16</i></p> <p style="text-align: center;"><b>Electronic vehicle information platform</b></p> <p>The Commission shall examine the feasibility, costs and benefits of establishing an electronic vehicle information platform by taking advantage of existing and already implemented IT solutions with regard to international data exchange so as to minimise costs and avoid duplication. In examining the matter, the Commission shall consider the most appropriate way to link the existing national systems with a view to facilitating exchanges of information on data relating to roadworthiness testing and odometer readings between the competent authorities of Member States responsible for testing, registration and vehicle approval.</p>		<p>Not applicable</p>	
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<p>testing centres, test equipment manufacturers and vehicle manufacturers.</p> <p>The Commission shall also examine the feasibility, costs and benefits of collecting and storing available information concerning the main safety-related components of vehicles which have been involved in serious accidents as well as the possibility of making information on accident history and odometer readings available in an anonymised form to inspectors, holders of registration certificates and accident researchers.</p>			
<p><i>Article 18</i></p> <p><b>Exercise of delegation</b></p> <p>1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this</p>		<p>Not applicable</p>	

<p>Article.</p> <p>2. The power to adopt delegated acts referred to in Article 17 shall be conferred on the Commission for a period of five years from 19 May 2014. 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.</p> <p>3. The delegation of powers referred to in Article 17 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 <i>Official Journal of the</i></p>			
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<p><i>European Union</i> or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</p> <p>4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.</p> <p>5. A delegated act adopted pursuant to Article 17 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.</p>			
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<p style="text-align: center;"><i>Article 19</i></p> <p style="text-align: center;"><b>Committee Procedure</b></p> <p>1. The Commission shall be assisted by a committee (the 'Roadworthiness Committee'). That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</p> <p>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.</p>		Not applicable	
<p style="text-align: center;"><i>Article 20</i></p> <p style="text-align: center;"><b>Reporting</b></p>		Not applicable	

1. By 30 April 2020, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive, in particular as regards the level of harmonisation of periodic roadworthiness tests, the effectiveness of the provisions on its scope, the frequency of testing, the mutual recognition of roadworthiness certificates in cases of re-registration of vehicles originating from another Member State and the results of the examination concerning the feasibility of introducing an electronic vehicle information platform as referred to in Article 16. The report shall also analyse whether there is a need to update the Annexes, particularly in the light of technical progress and practices. The report shall be submitted after the consultation of the committee referred to in Article 19 and shall be accompanied, if

<p>appropriate, by legislative proposals.</p> <p>2. No later than 30 April 2019, the Commission shall submit to the European Parliament and to the Council a report, based on independent studies, on the effectiveness of the inclusion of light trailers and two- or three-wheel vehicles in the scope of this Directive. The report shall assess the evolution of the road safety situation in the Union and, for each subcategory of L-vehicles, compare the results of national road safety measures, taking into account the average distance travelled by those vehicles. In particular, the Commission shall assess whether the standards and costs of periodic roadworthiness testing of each category of vehicle is proportionate to the road safety objectives set. The report shall be accompanied by a detailed impact assessment analysing the costs and benefits throughout the Union,</p>			
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<p>including the specificities of Member States. The report shall be made available at least six months prior to the submission of any legislative proposal, if appropriate, to include new categories within the scope of this Directive.</p>			
<p><i>Article 21</i> <b>Penalties</b> The Member States shall lay down the rules on penalties applicable to infringements of the provisions of this Directive and shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.</p>		Not applicable	
<p><i>Article 22</i> <b>Transitional provisions</b></p>		Not applicable	

<p>1. Member States may authorise the use for a period of not more than five years after 20 May 2018 of testing facilities and equipment referred to in Article 11 that do not comply with the minimum requirements laid down in Annex III for carrying out roadworthiness tests.</p> <p>2. Member States shall apply the requirements laid down in Annex V at the latest as from 1 January 2023.</p>			
<p style="text-align: center;"><i>Article 23</i></p> <p style="text-align: center;"><b>Transposition</b></p> <p>1. Member States shall adopt and publish, by 20 May 2017, the laws, regulations and administrative measures necessary to comply with this Directive. They shall</p>		<p>Not applicable</p>	



<p>immediately inform the Commission thereof.</p> <p>They shall apply those measures from 20 May 2018.</p> <p>When Member States adopt those measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.</p> <p>2. Member States shall communicate to the Commission the text of the main measures of national law which they adopt in the field covered by this Directive.</p>			
<p><i>Article 24</i></p> <p><b>Repeal</b></p> <p>Directive 2009/40/EC is repealed with effect from 20 May 2018.</p>		<p>Not applicable</p>	

<p style="text-align: center;"><i>Article 25</i></p> <p style="text-align: center;"><b>Entry into force</b></p> <p>This Directive shall enter into force on the twentieth day following that of its publication in <i>the Official Journal of the European Union</i></p>		Not applicable	



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant LAW ON VEHICLE
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

European Union – Republic of Kosovo

a)	b)	c)	d)
<p>EU normative act (Article, paragraph, sub-paragraph, etc.)</p> <p><b>DIRECTIVE 2007/46/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles</b></p>	<p>Provisions of normative act of Kosovo (Article, paragraph, sub-paragraph, etc.)</p>	<p>Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non-compliant or not applicable)</p>	<p>Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance</p>
<p><b>CHAPTER I</b> <b>GENERAL PROVISIONS</b></p> <p><i>Article 1</i></p> <p><b>Subject matter</b></p> <p>This Directive establishes a harmonised framework containing the administrative provisions and general technical requirements for approval of all new vehicles within its scope and of the systems, components and separate technical</p>	<p><b>Article 1</b> <b>Purpose of the Law</b></p> <p>1. The purpose of this law is to determine the basic rules of equipment and tools vehicle should have, dimensions, greater measures allowed and vehicle axle load, as well as the standards vehicles must fulfill in traffic, conditions for importation, technical check of vehicles, type approval of vehicle,</p>	<p>Fully compliant</p>	

<p>units intended for those vehicles, with a view to facilitating their registration, sale and entry into service within the Community.</p> <p>This Directive also establishes the provisions for the sale and entry into service of parts and equipment intended for vehicles approved in accordance with this Directive.</p> <p>Specific technical requirements concerning the construction and functioning of vehicles shall be laid down in application of this Directive in regulatory acts, the exhaustive list of which is set out in Annex IV.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>1. This Directive applies to the type-approval of vehicles designed and constructed in one or more stages for use on the road, and of systems, components and separate technical units designed and constructed for such vehicles.</p> <p>It also applies to the individual approval of such vehicles.</p>	<p>components, independent technical unit vehicle registration and other related issues.</p> <p style="text-align: center;"><b>Article 2</b></p> <p style="text-align: center;"><b>Scope</b></p> <p>The provisions of this law apply to all state institutions, legal entities, and road traffic participants as foreseen by this law.</p>	<p>Fully compliant</p>	
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<p>This Directive also applies to parts and equipment intended for vehicles covered by this Directive.</p> <p>2. This Directive does not apply to the type-approval or individual approval of the following vehicles:</p> <p>agricultural or forestry</p> <p>(a) tractors, as defined in Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units <sup>(10)</sup> and trailers designed and constructed specifically to be towed by them;</p> <p>(b) quadricycles as defined in Directive 2002/24/EC of the European Parliament and of the Council of 18 March 2002 relating to the type-approval of two or three-wheel motor</p>	<p style="text-align: center;"><b>Article 9</b></p> <p style="text-align: center;"><b>Exceptions to approval</b></p> <p>1. The provisions for approval do not apply to:</p> <p>1.8. Equipment of forestry vehicles, the apparatus installed in the chassis of the vehicle used for agricultural work;</p> <p>1.6. Mopeds</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>vehicles (");</p> <p>(c) tracked vehicles.</p> <p>3. Type-approval or individual approval under this Directive is optional for the following vehicles:</p> <p>(a) vehicles designed and constructed for use principally on construction sites or in quarries, port or airport facilities;</p> <p>(b) vehicles designed and constructed for use by the armed services, civil defense, fire services and forces responsible for maintaining public order; and</p> <p>(c) mobile machinery, to the extent that these vehicles fulfil the requirements of this Directive. Such optional approvals shall be without prejudice to the application of Directive 2006/42/EC of the European Parliament and of the Council of</p>	<p>1.2. Road vehicles dedicated for use in construction, superficial digging, quarries, ports and airports;</p> <p>1.1. Road vehicles designed and constructed for the needs of the Kosovo Security Force, the Police or the needs of firefighters;</p> <p>1.3. Labour vehicles;</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>17 May 2006 on machinery (12).</p> <p>4. An individual approval under this Directive is optional for the following vehicles:</p> <p>(a) vehicles intended exclusively for racing on roads;</p> <p>(b) prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test programme provided they have been specifically designed and constructed for this purpose.</p> <p style="text-align: center;"><i>Article 3</i> <b>Definitions</b></p> <p>For the purposes of this Directive and of the regulatory acts listed in Annex IV, save as otherwise provided therein:</p> <p>1. ‘regulatory act’ means a separate directive or regulation</p>	<p>1.9. Road vehicles which are temporarily imported to be used in races, fairs and other events organized in the Republic of Kosovo, in which case the temporary importation of these vehicles can last for a maximum of 30 days;</p> <p>1.12. Prototypes of vehicles used on the road under the responsibility of a manufacturer to perform a specific test programme provided they have been specifically designed and constructed for this purpose.</p> <p style="text-align: center;"><b>Article 3</b> <b>Definitions</b></p> <p>1.6. “regulatory act” – means a separate directive or regulation or an</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>or a UNECE Regulation annexed to the Revised 1958 Agreement;</p> <p>2. 'separate directive or regulation' means a directive or regulation listed in Part I of Annex IV. This term includes also their implementing acts;</p> <p>3. 'type-approval' means the procedure whereby a Member State certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements;</p> <p>4. 'national type-approval' means a type-approval procedure laid down by the national law of a Member State, the validity of such approval being restricted to the territory of that Member State;</p> <p>5. 'EC type-approval' means the procedure whereby a Member</p>	<p>UNECE Regulation annexed to the revised 1985 Agreement.</p> <p>1.9. "type-approval" means the approval procedure whereby it is certified that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements according to this law.</p> <p>1.13. "national type-approval" means a type-approval procedure laid down by the national legislation, the validity of such approval being restricted to the territory of the state that has issued that.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>State certifies that a type of vehicle, system, component or separate technical unit satisfies the relevant administrative provisions and technical requirements of this Directive and of the regulatory acts listed in Annex IV or XI;</p>	<p>1.20. "EU type approval" – refers to the procedure that verifies that the type of vehicle, system component part or independent technical unit fulfills the relevant provisions of this law and the provisions adopted pursuant to this law, as well as the relevant technical requirements;</p>	<p>Fully compliant</p>	
<p>6. 'individual approval' means the procedure whereby a Member State certifies that a particular vehicle, whether unique or not, satisfies the relevant administrative provisions and technical requirements;</p>	<p>1.14. "individual approval" means the procedure whereby the authorized entity for approval certifies that, a particular vehicle, whether unique or not, satisfies the relevant administrative provisions and technical requirements according to this Law and provisions issued based on this law;</p>	<p>Fully compliant</p>	
<p>7. 'multi-stage type-approval' means the procedure whereby one or more Member States certify that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative provisions and technical requirements of this Directive;</p>	<p>1.15. "multi-stage type-approval" means the procedure whereby the authorized entity for approval certifies that, depending on the state of completion, an incomplete or completed type of vehicle satisfies the relevant administrative and technical requirements as defined by this Law;</p>	<p>Fully compliant</p>	

<p>8. 'step-by-step type-approval' means a vehicle approval procedure consisting in the step-by-step collection of the whole set of EC type-approval certificates for the systems, components and separate technical units relating to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle;</p>	<p>1.17. "step-by-step type-approval" means a vehicle approval procedure consisting in the step-by-step collection of the whole set of EC type-approval certificates for the systems, components and separate technical units relating to the vehicle, and which leads, at the final stage, to the approval of the whole vehicle;</p>	<p>Fully compliant</p>	
<p>9. 'single-step type-approval' means a procedure consisting in the approval of a vehicle as a whole by means of a single operation;</p>	<p>1.18. "single-step type-approval" means a procedure consisting in the approval of a vehicle as a whole by means of a single operation;</p>	<p>Fully compliant</p>	
<p>10. 'mixed type-approval' means a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EC type-approval certificates for those systems;</p>	<p>1.16. "mixed type-approval" means a step-by-step type-approval procedure for which one or more system approvals are achieved during the final stage of the approval of the whole vehicle, without it being necessary to issue the EC type-approval certificates for those systems.</p>	<p>Fully compliant</p>	

<p>11. 'motor vehicle' means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h;</p>	<p>1.2. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h;</p>	<p>Fully compliant</p>	
<p>12. 'trailer' means any non-self-propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;</p>			
<p>13. 'vehicle' means any motor vehicle or its trailer as defined in points (11) and (12);</p>	<p>1.1. "vehicle" means any motor vehicle or its trailer;</p>	<p>Fully compliant</p>	
<p>14. 'hybrid motor vehicle' means a vehicle with at least two different energy converters and two different energy storage systems (on-vehicle) for the purpose of vehicle propulsion;</p>	<p>1.3. 'hybrid motor vehicle' means a vehicle with at least two different energy converters and two different energy storage systems (on-vehicle) for the purpose of vehicle propulsion;</p>	<p>Fully compliant</p>	
<p>15. 'hybrid electric vehicle' means a</p>			

<p>hybrid vehicle that, for the purpose of mechanical propulsion, draws energy from both of the following on-vehicle sources of stored energy/power:</p> <ul style="list-style-type: none"> <li>— a consumable fuel,</li> <li>— an electrical energy/power storage device (e.g. battery, capacitor, flywheel/generator, etc.);</li> </ul> <p>16. 'mobile machinery' means any self-propelled vehicle which is designed and constructed specifically to perform work which, because of its construction characteristics, is not suitable for carrying passengers or for transporting goods. Machinery mounted on a motor vehicle chassis shall not be considered as mobile machinery;</p> <p>17. 'type of vehicle' means vehicles of a particular</p>	<p>1.4. hybrid electrical vehicle" means a vehicle with at least two different energy converters and two different energy storage systems (on --vehicle) for the purpose of vehicle propulsion:</p> <ul style="list-style-type: none"> <li>- a consumable fuel,</li> <li>- an electrical energy/power storage device (e.g. battery, capacitor, flywheel/generator, etc.)</li> </ul>	<p>Fully compliant</p>	
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<p>category which do not differ in at least the essential respects specified in Section B of Annex II. A type of vehicle may contain variants and versions as defined in Section B of Annex II;</p>	<p>1.10. "type of vehicle" means vehicles of a particular category which do not differ in at least in terms of essential features. A type of vehicle may contain variant versions;</p>	<p>Fully compliant</p>	
<p>18. 'base vehicle' means any vehicle which is used at the initial stage of a multi-stage type-approval process;</p>	<p>1.34. "incomplete vehicle" means any vehicle which must undergo at least one further stage of completion in order to meet the relevant technical requirements;</p>	<p>Fully compliant</p>	
<p>19. 'incomplete vehicle' means any vehicle which must undergo at least one further stage of completion in order to meet the relevant technical requirements of this Directive;</p>	<p>1.35. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements according to the relevant administrative provisions and</p>	<p>Fully compliant</p>	
<p>20. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements of this Directive;</p>	<p>1.35. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements according to the relevant administrative provisions and</p>	<p>Fully compliant</p>	

<p>21. 'complete vehicle' means any vehicle which need not be completed in order to meet the relevant technical requirements of this Directive;</p>	<p>technical requirements by this law;</p> <p>1.35. 'completed vehicle' means a vehicle, resulting from the process of multi-stage type-approval, which meets the relevant technical requirements according to the relevant administrative provisions and technical requirements by this law;</p>		
<p>22. 'end-of-series vehicle' means any vehicle that is part of a stock which cannot be registered or sold or entered into service owing to the entry into force of new technical requirements against which it has not been approved;</p>	<p>1.36. 'end-of-series vehicle' means any vehicle that is part of a stock which cannot be registered or sold or entered into service owing to the entry into force of new technical requirements against which it has not been approved;</p>	<p>Fully compliant</p>	
<p>23. 'system' means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;</p>	<p>1.28. "system" means an assembly of devices combined to perform one or more specific functions in a vehicle and which is subject to the requirements of any of the regulatory acts;</p>	<p>Fully compliant</p>	
<p>24. 'component' means a device subject to the requirements of</p>			

<p>a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p>	<p>1.31. 'component' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved independently of a vehicle where the regulatory act makes express provisions for so doing;</p>	<p>Fully compliant</p>	
<p>25. 'separate technical unit' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p>	<p>1.32. 'separate technical unit' means a device subject to the requirements of a regulatory act and intended to be part of a vehicle, which may be type-approved separately, but only in relation to one or more specified types of vehicle where the regulatory act makes express provisions for so doing;</p>	<p>Fully compliant</p>	
<p>26. 'original parts or equipment' means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of</p>	<p>1.30. 'original parts or equipment' means parts or equipment which are manufactured according to the specifications and production standards provided by the vehicle manufacturer for the production of parts or equipment for the assembly of the vehicle in question. This includes</p>	<p>Fully compliant</p>	



the vehicle in question. This includes parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;

27. 'manufacturer' means the person or body who is responsible to the approval authority for all aspects of the type-approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system,

parts or equipment which are manufactured on the same production line as these parts or equipment. It is presumed unless the contrary is proven, that parts constitute original parts if the part manufacturer certifies that the parts match the quality of the components used for the assembly of the vehicle in question and have been manufactured according to the specifications and production standards of the vehicle manufacturer;

<p>component or separate technical unit which is the subject of the approval process;</p> <p>28. 'manufacturer's representative' means any natural or legal person established in the Community who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Directive, and where reference is made to the term 'manufacturer', it is to be understood as indicating either the manufacturer or his representative;</p> <p>29. 'approval authority' means the authority of a Member State with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a</p>	<p>1.26. 'manufacturer' means the natural or legal person who is responsible to the authorized entity for approval for all aspects of the type approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p> <p>1.27. 'manufacturer's representative' means any natural or legal person who is duly appointed by the manufacturer to represent him before the approval authority and to act on his behalf in matters covered by this Law, and where reference is made to the term "manufacturer", it is to be understood as indicating either the manufacturer</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>vehicle; for the authorisation process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p> <p>30. 'competent authority' in Article 42 means either the approval authority or a designated authority, or an accreditation body acting on their behalf;</p> <p>31. 'technical service' means an organization or body designated by the approval authority of a Member State as a testing laboratory to carry</p>	<p>or his representative;</p> <p>1.11. 'approval authority' is the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; for the authorization process, for issuing and, if appropriate, withdrawing approval certificates; for acting as the contact point for the approval authorities of other Member States; for designating the technical services and for ensuring that the manufacturer meets his obligations regarding the conformity of production;</p>	<p>Fully compliant</p>	
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<p>out tests, or as a conformity assessment body to carry out the initial assessment and other tests or inspections, on behalf of the approval authority, it being possible for the approval authority itself to carry out those functions;</p>	<p>1.12. "the entity authorized for type approval" means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the procedure of identification and evaluation of technical condition of the vehicle;</p>	<p>Fully compliant</p>	
<p>32. "virtual testing method" means computer simulations including calculations which demonstrate whether a vehicle, a system, a component or a separate technical unit fulfils the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical unit;</p>	<p>1.12. "the entity authorized for type approval" means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the procedure of identification and evaluation of technical condition of the vehicle;</p>	<p>Fully compliant</p>	
<p>33. "type-approval certificate" means the document whereby the approval authority officially certifies that a type of vehicle, system, component</p>	<p>1.19. "virtual testing method" means computer simulations including calculations which demonstrate whether a vehicle, a system, a</p>	<p>Fully compliant</p>	

<p>or separate technical unit is approved;</p> <p>34. 'EC type-approval certificate' means the certificate set out in Annex VI or in the corresponding annex to a separate directive or regulation, the communication form set out in the relevant Annex to one of the UNECE Regulations listed in Part I or Part II of Annex IV to this Directive, being deemed to be equivalent thereto;</p> <p>35. 'individual approval certificate' means the document whereby the approval authority officially certifies that a particular vehicle is approved;</p> <p>36. 'certificate of conformity' means the document set out in Annex IX, issued by the manufacturer and certifying</p>	<p>component or separate technical unit fulfills the technical requirements of a regulatory act. For testing purposes, a virtual method does not require the use of a physical vehicle, system, component or separate technical unit;</p> <p>1.22. "type approval certificate" means the document whereby the authorized entity for approval officially certifies that a type of vehicle, system, component or separate technical unit is approved according to this law and provisions issued by this law;</p> <p>1.21. "EU type-approval certificate" refers to an annex document to a normative act. The communication notice form of said annex to one of the UN/ECE regulations is also considered an equal document;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>that a vehicle belonging to the series of the type approved in accordance with this Directive complied with all regulatory acts at the time of its production;</p> <p>37. 'information document' means the document set out in Annex I or Annex III, or in the corresponding Annex to a separate directive, or regulation, that prescribes the information to be supplied by an applicant, it being permissible to supply the information document in the form of an electronic file;</p> <p>38. 'information folder' means the complete folder, including the information document, file, data, drawings, photographs, and so on, supplied by the applicant, it being permissible to supply the information folder in the form of an electronic file;</p>	<p>1.25. "individual approval certificate" – means the document whereby the authorized entity for approval officially certifies that a particular vehicle is approved;</p> <p>1.24. "certificate of conformity" means the document issued by the manufacturer and certifying that a vehicle belonging to the series of the type approved is in accordance (conformity) with the normative acts at the time of its production;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>39. 'information package' means the information folder accompanied by the test reports and all other documents added by the technical service or by the approval authority to the information folder in the course of carrying out their functions, it being permissible to supply the information package in the form of an electronic file;</p> <p>40. 'index to the information package' means the document listing the contents of the information package, suitably numbered or otherwise marked so as to identify clearly all the pages, the format of that document being such as to present a record of the successive steps in the management of the EC type-approval, in particular the dates of the revisions and updating.</p>			
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**CHAPTER II  
GENERAL OBLIGATIONS**

*Article 4*

**Obligations of Member States**

1. Member States shall ensure that manufacturers applying for approval comply with their obligations under this Directive.
2. Member States shall approve only such vehicles, systems, components or separate technical units as satisfy the requirements of this Directive.
3. Member States shall register or permit the sale or entry into service only of such vehicles, components and separate technical units as satisfy the requirements of this Directive.

They shall not prohibit, restrict or impede the registration, sale, entry into service or circulation on the road of vehicles, components or separate technical units, on grounds related to aspects of their

**Article 16**

**Obligations of the authorized entities for approval**

1. The authorized entities for approval shall ensure that manufacturers applying for approval comply the technical conditions as well as the procedure as foreseen by the provisions of this law.
2. Entities from paragraph 1 of this

Fully compliant



<p>construction and functioning covered by this Directive, if they satisfy the requirements of the latter.</p> <p>4. Member States shall establish or appoint the authorities competent in matters concerning approval, and notify to the Commission such establishment or appointment in accordance with Article 43.</p> <p>The notification act of the approval authorities shall include the name, the address, including electronic address, and their area of responsibility.</p> <p style="text-align: center;"><i>Article 5</i></p> <p><b>Obligations of manufacturers</b></p> <p>1. The manufacturer is responsible to the approval authority for all aspects of the approval process and for ensuring conformity of production, whether or not the manufacturer is directly involved in all stages of the</p>	<p>article shall approve, register or permit the sale or entry into service only of such vehicles, systems, components or separate technical units which satisfy the requirements and implement the procedure based on this law.</p> <p style="text-align: center;"><b>Article 8</b></p> <p style="text-align: center;"><b>General Provisions</b></p> <p>1.3. It can not be prohibited, restrict or impede the registration, sale, entry into service or circulation on the road of vehicles, components ore separate technical units, on grounds related to aspects of their construction and functioning covered by this law, if they satisfy such requirements as defined by this law.</p> <p style="text-align: center;"><b>Article 10</b></p> <p><b>The procedure for fulfillment of the conditions</b></p> <p>2. Procedure for the approval of the road vehicle is performed by the authorized entities for approval by the Ministry in charge of transport.</p> <p>3. The responsible ministry for transport by sub-legal act shall</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>construction of a vehicle, system, component or separate technical unit.</p> <p>2. In the case of multi-stage type-approval, each manufacturer is responsible for the approval and conformity of production of the systems, components or separate technical units added at the stage of vehicle completion handled by him.</p> <p>The manufacturer who modifies components or systems already approved at earlier stages shall be responsible for the approval and conformity of production of those components and systems.</p> <p>3. For the purposes of this Directive, a manufacturer established outside the Community shall appoint a representative established in the Community to represent him before the approval authority.</p> <p style="text-align: center;"><b>CHAPTER III</b> <b>EC TYPE-APPROVAL</b> <b>PROCEDURES</b></p>	<p>determine the requirements and criteria which shall be fulfilled by the authorized entities for approval from paragraph 2 of this article.</p> <p style="text-align: center;"><b>Article 19</b></p> <p><b>Obligations of the manufacturer</b></p> <p>1. The manufacturer is responsible for ensuring conformity of products whether or not is directly involved in all stages of the construction of a vehicle, system, component or separate technical unit; as well as in cases when he modifies or changes component parts or systems already approved in previous stages shall be proven by the conformity certificate.</p>	<p>Fully compliant</p>	
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<p style="text-align: center;"><i>Article 6</i></p> <p><b>Procedures to be followed for the EC type-approval of vehicles</b></p> <p>1. The manufacturer may choose one of the following procedures:</p> <p>(a) step-by-step type-approval;</p> <p>(b) single-step type-approval;</p> <p>(c) mixed type-approval.</p> <p>2. An application for step-by-step type-approval shall consist of the information folder containing the information required under Annex III and shall be accompanied by the complete set of type-approval certificates required pursuant to each of the applicable regulatory acts listed in Annex IV or Annex XI. In the case of the type-approval of a system or separate technical unit, pursuant to the applicable regulatory acts, the approval authority shall have access to the related information package until such time as the approval is either issued or refused.</p>	<p style="text-align: center;"><b>Article 15</b></p> <p style="text-align: center;"><b>Type approval procedure</b></p> <p>2. The procedure on further stages of the type approval will be regulated through a special sub-legal act issued by the Ministry in charge of Transport.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act a year after the entrance of this law into force</p>
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3. An application for single-step type-approval shall consist of the information folder containing the relevant information required under Annex I, in relation to the regulatory acts specified in Annex IV or Annex XI and, where applicable, in Part II of Annex III.

4. In the case of a mixed type-approval procedure, the approval authority may exempt a manufacturer from the obligation to produce one or more EC system type-approval certificates, provided that the information folder is supplemented by the particulars, specified in Annex I, required for the approval of those systems during the vehicle approval phase, in which case each of the EC type-approval certificates thus waived shall be replaced by a test report.

5. Without prejudice to paragraphs 2, 3 and 4, the following information shall be supplied for the purposes of multi-stage type-approval:

(a) at the first stage, those parts of

<p>the information folder and the EC type-approval certificates required for a complete vehicle which are relevant to the state of completion of the base vehicle;</p> <p>(b) at the second and subsequent stages, those parts of the information folder and the EC type-approval certificates which are relevant to the current stage of construction, together with a copy of the EC type-approval certificate for the vehicle issued at the preceding stage of construction; in addition, the manufacturer shall supply full details of any changes or additions that he has made to the vehicle.</p> <p>The information specified in points (a) and (b) may be supplied in accordance with the mixed type-approval procedure set out in paragraph 4.</p> <p>6. The manufacturer shall submit</p>			
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the application to the approval authority. Only one application may be submitted in respect of a particular type of vehicle and it may be submitted in only one Member State.

A separate application shall be submitted for each type to be approved.

7. The approval authority may, by reasoned request, call upon the manufacturer to supply any additional information needed to enable a decision to be taken on what tests are required or to facilitate the execution of those tests.

8. The manufacturer shall make available to the approval authority as many vehicles as are necessary to enable the type-approval procedure to be conducted satisfactorily.

*Article 7*

**Procedure to be followed for the EC  
type-approval of systems,  
components or separate technical  
units**

<p>1. The manufacturer shall submit the application to the approval authority. Only one application may be submitted in respect of a particular type of system, component or separate technical unit and it may be submitted in only one Member State. A separate application shall be submitted for each type to be approved.</p> <p>2. The application shall be accompanied by the information folder, the content of which is specified in the separate directives or regulations.</p> <p>3. The approval authority may, by reasoned request, call upon the manufacturer to supply any additional information needed to enable a decision to be taken on what tests are required or to facilitate the execution of those tests.</p> <p>4. The manufacturer shall make available to the approval authority as many vehicles, components or separate technical units as are required under the relevant separate directives or regulations for the performance of the required</p>	<p style="text-align: center;"><b>Article 15</b></p> <p style="text-align: center;"><b>Type approval procedure</b></p> <p>1. The manufacturer, manufacturer's representative or owner of the vehicle shall submit a separate request at one of the authorized entities for approval for each type of vehicle, system, component or separate technical unit which are subject to approval procedure.</p>	<p>Fully compliant</p>	
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tests.

**CHAPTER IV  
CONDUCT OF EC TYPE-  
APPROVAL PROCEDURES**

*Article 8*

**General provisions**

1. Member States may not grant any EC type-approval without first ensuring that the procedures referred to in Article 12 have been duly and satisfactorily implemented.
2. Member States shall grant EC type-approvals in accordance with Articles 9 and 10.
3. If a Member State finds that a type of vehicle, system, component or separate technical unit, albeit in conformity with the required provisions, presents a serious risk to road safety or seriously harms the environment or seriously harms public health, it may refuse to grant EC type-approval. In this case, it shall immediately send the other Member States and the

**Article 17**

**The validity of the type-approval  
certificate**

- I. The type approval of vehicle can be granted only on the basis of the procedure implemented pursuant to

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<p>Commission a detailed file explaining the reasons for its decision and setting out the evidence for its findings.</p> <p>4. EC type-approval certificates shall be numbered in accordance with the method set out in Annex VII.</p> <p>5. The approval authority shall, within 20 working days, send to the approval authorities of the other Member States a copy of the EC vehicle type-approval certificate, together with the attachments, for each type of vehicle which it has approved. The hard copy may be replaced by an electronic file.</p> <p>6. The approval authority shall inform without delay the approval authorities of the other Member States of its refusal or withdrawal of any vehicle approval, together with the reasons for its decision.</p> <p>7. The approval authority shall send at three-monthly intervals to the approval authorities of the other Member States a list of the system, component or separate</p>	<p>the provisions of this law and the provisions approved based on this law, and which meets the defined technical requirements.</p> <p style="text-align: center;"><b>Article 18</b></p> <p style="text-align: center;"><b>Refusal to issue a certificate of approval for the type of production</b></p> <p>1. The authorized entity for approval shall refuse to issue the type approval certificate for the type of production if it establishes that the production does not fulfill the conditions for usage, for the traffic, for the living environment or public health, and other foreseen technical conditions that are being implemented.</p>		
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<p>requirements specified by the relevant regulatory acts listed in Annex IV;</p> <p>(b) a type of special-purpose vehicle which conforms to the particulars in the information folder and which meets the technical requirements specified by the relevant regulatory acts listed in Annex XI.</p> <p>The procedures set out in Annex V shall apply.</p> <p>2. Member States shall grant a multi-stage type-approval in respect of a type of incomplete or completed vehicle which conforms to the particulars in the information folder and which meets the technical requirements specified by the relevant regulatory acts listed in Annex IV or Annex XI, having regard to the state of completion of the vehicle.</p> <p>The multi-stage type-approval shall apply also to complete vehicles converted or modified by another</p>			
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manufacturer.

The procedures set out in Annex XVII shall apply.

3. In respect of each type of vehicle, the approval authority shall:

- (a) complete all the relevant sections of the EC type-approval certificate, including the test results sheet appended thereto, in accordance with the model set out in Annex VIII;
- (b) compile or verify the index to the information package;
- (c) issue the completed certificate, together with its attachments, to the applicant without unjustified delay.

4. In the case of an EC type-approval in relation to which, in accordance with Articles 20 or 22 or Annex XI, restrictions have been imposed as to its validity, or certain provisions of the regulatory acts have been waived, the EC

type-approval certificate shall specify those restrictions or waivers.

5. Where particulars in the information folder specify provisions for special purpose vehicles as indicated in Annex XI, the EC type-approval certificate shall specify those provisions.

6. Where the manufacturer chooses the mixed type-approval procedure, the approval authority shall complete, in Part III of the information document, the model for which is set out in Annex III, the references for the test reports, established by regulatory acts, for which no EC type-approval certificate is available.

7. Where the manufacturer chooses the single-step type-approval procedure, the approval authority shall establish the list of applicable regulatory acts, the template of which is shown in the Appendix to Annex VI, and append that list to the EC type-approval certificate.

<p style="text-align: center;"><i>Article 10</i></p> <p style="text-align: center;"><b>Specific provisions concerning systems, components or separate technical units</b></p> <p>1. Member States shall grant an EC type-approval in respect of a system which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate directive or regulation, as prescribed in Annex IV or Annex XI.</p> <p>2. Member States shall grant a component or separate technical unit EC type-approval in respect of a component or separate technical unit which conforms to the particulars in the information folder and which meets the technical requirements laid down in the relevant separate directive or regulation, as prescribed in Annex IV.</p> <p>3. Where components or separate technical units, whether or not intended for repair, servicing or maintenance, are also covered by a system type-approval with respect</p>	<p style="text-align: center;"><b>Article 16</b></p> <p style="text-align: center;"><b>Obligations of the authorized entities for approval</b></p> <p>2. Entities from paragraph 1 of this article shall approve, register or permit the sale or entry into service only of such vehicles, systems, components or separate technical units which satisfy the requirements and implement the procedure based on this law</p>		
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to a vehicle, no additional component or separate technical unit approval shall be required unless provided for under the relevant regulatory act.

4. Where a component or separate technical unit fulfils its function or offers a specific feature only in conjunction with other parts of the vehicle, thereby making it possible to verify compliance with the requirements only when the component or separate technical unit is operating in conjunction with those other vehicle parts, the scope of the EC type-approval of the component or the separate technical unit shall be restricted accordingly. In such cases, the EC type-approval certificate shall specify any restriction on its use and shall indicate the special conditions for its mounting. When such a component or separate technical unit is fitted by the vehicle manufacturer, compliance with any applicable restrictions on use or conditions for mounting shall be verified at the time when the vehicle is approved.

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*Article 11*

**Tests required for EC type-approval**

1. Compliance with the technical prescriptions laid down in this Directive and in the regulatory acts listed in Annex IV shall be demonstrated by means of appropriate tests performed by designated technical services.

The test procedures, the specific equipment and tools necessary to perform those tests shall be described in each of the regulatory acts.

2. The required tests shall be performed on vehicles, components and separate technical units which are representative of the type to be approved.

However, the manufacturer may select, in agreement with the approval authority, a vehicle, a system, a component or a separate technical unit which, while not representative of the type to be approved, combines a number of

**Article 33**

**Functions of the entities for approval**

1. The authorized entities for approval are specifically authorized to perform the work as following

1.1. analysis, checks and activities of certification regarding the procedure for the type approval of the vehicle;

1.2. analysis, checks and activities of certification regarding the procedure for the type approval of the system,



<p>the most unfavorable features with regard to the required level of performance. Virtual testing methods may be used to aid decision-making during the selection process.</p> <p>3. As alternatives to the test procedures referred to in paragraph 1 and with the agreement of the approval authority, virtual testing methods may be used at the request of the manufacturer with respect to the regulatory acts listed in Annex XVI.</p> <p>4. The general conditions which virtual testing methods must fulfil are set out in Appendix 1 to Annex XVI.</p> <p>For each of the regulatory acts listed in Annex XVI, the specific testing conditions and the administrative provisions related thereto shall be laid down in Appendix 2 to that Annex.</p> <p>5. The Commission shall establish the list of the regulatory acts for which virtual testing methods are permitted, the specific conditions</p>	<p>component part, independent technical unit and equipment;</p> <p>1.3. the fulfillment of the technical requirements in the procedure for special approval of the vehicle pursuant to the requirements of this law and the rules adopted pursuant to this law;</p> <p>1.4. the establishment of fulfillment of the technical conditions in the approval procedure, separately, for vehicles repaired pursuant to Article 30 of this law;</p> <p>2.The authorized entity for approval performs or checks the necessary analyses for the type approval, carries out the necessary checks, performs the procedures pursuant to the necessary specifications and acts in accordance with alternative requests.</p>	<p>Fully compliant</p>	
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and the administrative provisions related thereto. These measures, designed to amend non-essential elements of this Directive, inter alia by supplementing it, shall be established and updated in accordance with the regulatory procedure with scrutiny referred to in Article 40(2).

*Article 12*

**Conformity of production arrangements**

1. The Member State which grants an EC type-approval shall take the necessary measures in accordance with Annex X to verify, if need be in cooperation with the approval authorities of the other Member States, that adequate arrangements have been made to ensure that production vehicles, systems, components or separate technical units, as the case may be, conform to the approved type.

2. The Member State which has granted an EC type-approval shall take the necessary measures in accordance with Annex X in

**Article 33**

**Functions of the entities for approval**

2. The authorized entity for approval performs or checks the necessary analyses for the type approval, carries out the necessary checks, performs the procedures pursuant to the necessary specifications and acts in accordance with alternative requests.

**Article 23**

**Compatibility of manufacturing**

1. Approval authority has the right to ask the authorized entity that issued the EU type-approval, to provide proof

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<p>relation to that approval to verify, if need be in cooperation with the approval authorities of the other Member States, that the arrangements referred to in paragraph 1 continue to be adequate and that production vehicles, systems, components or separate technical units, as the case may be, continue to conform to the approved type.</p> <p>Verification to ensure that products conform to the approved type shall be limited to the procedures set out in Annex X and in those regulatory acts that contain specific requirements. To that end, the approval authority of the Member State which has granted the EC type-approval may carry out any of the checks or tests prescribed in any of the regulatory acts listed in Annex IV or Annex XI on samples taken in the premises of the manufacturer, including production facilities.</p> <p>3. When a Member State which has granted an EC type-approval establishes that the arrangements referred to in paragraph 1 are not</p>	<p>of the existence of tools and procedures for efficient control, which ensures that the product is in conformity with the type approval.</p> <p>2. For implementing the obligation from paragraph 1. of this Article, the authorized entity, as needed, cooperates with the entity authorized for approval from the other state.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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being applied, deviate significantly from the arrangements and control plans agreed, or have ceased to be applied, although production is not discontinued, that Member State shall take the necessary measures, including the withdrawal of the type-approval, to ensure that the conformity of production procedure is followed correctly.

**CHAPTER V  
AMENDMENTS TO EC TYPE-  
APPROVALS**

*Article 13*

**General provisions**

1. The manufacturer shall inform without delay the Member State that granted the EC type-approval of any change in the particulars recorded in the information package. That Member State shall decide, in accordance with the rules laid down in this Chapter, which procedure is to be followed. Where necessary, the Member State may decide, in consultation with the manufacturer that a new

**Article 22**

**Conformity of products**

3. In case of incompatible products, the approval authority shall withdraw the type approval for the product or set a deadline for the correction of errors identified. If the manufacturer fails to take appropriate action within the deadline given by the approval authority, the latter shall withdraw the issued approval.

**Article 24**

**The amendments of the data and approval**

<p>EC type-approval is to be granted.</p> <p>2. An application for the amendment of an EC type-approval shall be submitted exclusively to the Member State that granted the original EC type-approval.</p> <p>3. If the Member State finds that, for the purposes of making an amendment, fresh inspections or fresh tests are necessary, it shall inform the manufacturer accordingly. The procedures referred to in Articles 14 and 15 shall apply only after the requisite fresh inspections or fresh tests have been successfully carried out.</p> <p style="text-align: center;"><i>Article 14</i></p> <p style="text-align: center;"><b>Specific provisions concerning vehicles</b></p> <p>1. If particulars recorded in the information package have changed, the amendment shall be designated a 'revision'.</p> <p>In such cases, the approval authority shall issue the revised</p>	<p>1. The manufacturer who has obtained the type approval pursuant to the provisions of this law is obligated to inform the approval authority on all the changes of data, including the information package on the allowed type of product.</p>	<p>Fully compliant</p>	
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<p>page of the information package as necessary, marking each revised pages to show clearly the nature of the change and the date of re-issue. A consolidated, updated version of the information package, accompanied by a detailed description of the changes, shall be deemed to meet this requirement.</p> <p>2. The revision shall be designated an 'extension' if, in addition to the provisions of paragraph 1:</p> <p>(a) further inspections or fresh tests are required;</p> <p>(b) any information on the EC type-approval certificate, with the exception of its attachments, has changed;</p> <p>(c) new requirements under any of the regulatory acts applicable to the approved vehicle type enter into force.</p> <p>In such cases, the approval authority shall issue a revised EC type-approval certificate denoted</p>		Fully compliant	
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<p>by an extension number, incremented in accordance with the number of successive extensions already granted.</p> <p>The approval certificate shall show clearly the reason for the extension and the date of re-issue.</p> <p>3. Whenever amended pages or a consolidated, updated version are issued, the index to the information package attached to the approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated version.</p> <p>4. No amendment to the approval of a type of vehicle shall be required if the new requirements referred to in paragraph 2(c) are, from a technical point of view, irrelevant to that type of vehicle or concern categories of vehicle other than the category to which it belongs.</p> <p style="text-align: center;"><i>Article 15</i></p> <p><b>Specific provisions concerning</b></p>			
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<p><b>systems, components or separate technical units</b></p> <p>1. If particulars recorded in the information package have changed, the amendment shall be designated a 'revision'.</p> <p>In such cases, the approval authority shall issue the revised pages of the information package as necessary, marking each revised page to show clearly the nature of the change and the date of re-issue. A consolidated, updated version of the information package, accompanied by a detailed description of the changes, shall be deemed to meet this requirement.</p> <p>2. The revision shall be designated an 'extension' if, in addition to the provisions of paragraph 1:</p> <p>(a) further inspections or fresh tests are required;</p> <p>(b) any information on the EC type-approval certificate, with the exception of its attachments, has changed;</p>			
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<p>(c) new requirements under any of the regulatory acts applicable to the approved system, component or separate technical unit enter into force.</p> <p>In such cases, the approval authority shall issue a revised EC type-approval certificate denoted by an extension number, incremented in accordance with the number of successive extensions already granted. In cases where the amendment is necessitated by the application of paragraph 2(c), the third section of the approval number shall be updated.</p> <p>The approval certificate shall show clearly the reason for the extension and the date of re-issue.</p> <p>3. Whenever amended pages or a consolidated, updated version are issued, the index to the information package attached to the approval certificate shall be amended accordingly to show the date of the most recent extension or revision, or the date of the most recent consolidation of the updated</p>			
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version.

*Article 16*

**Issue and notification of amendments**

1. In the case of an extension, the approval authority shall update all relevant sections of the EC type-approval certificate, the attachments thereto, and the index to the information package. The updated certificate and its attachments shall be issued to the applicant without unjustified delay.
2. In the case of a revision, the revised documents or the consolidated, updated version, as appropriate, including the revised index to the information package, shall be issued by the approval authority to the applicant without unjustified delay.
3. The approval authority shall notify any amendment made to EC type-approvals to the approval authorities of the other Member States in accordance with the procedures referred to in Article 8.

**CHAPTER VI  
VALIDITY OF AN EC TYPE-  
APPROVAL OF VEHICLES**

*Article 17*

**Termination of validity**

1. An EC type-approval of a vehicle shall cease to be valid in any of the following cases:

- (a) new requirements in any regulatory act applicable to the approved vehicle become mandatory for the registration, sale or entry into service of new vehicles, and it is not possible to update the approval accordingly;
- (b) production of the approved vehicle is definitively discontinued voluntarily;
- (c) the validity of the approval expires by virtue of a special restriction.

**Article 17**

**The validity of the type-approval  
certificate**

1. The type approval of vehicle can be granted only on the basis of the procedure implemented pursuant to the provisions of this law and the provisions approved based on this law,

<p>2. Where only one variant within a type or one version within a variant becomes invalid, the EC type-approval of the vehicle in question shall lose validity only in so far as the particular variant or version is concerned.</p> <p>3. When production of a particular type of vehicle is definitively discontinued, the manufacturer shall notify the approval authority that granted the EC type-approval for that vehicle. Upon receiving such notification, that authority shall inform the approval authorities of the other Member States accordingly within 20 working days.</p> <p>Article 27 shall apply only to discontinuation in the circumstances referred to in paragraph 1(a) of this Article.</p> <p>4. Without prejudice to paragraph 3, in cases where an EC type-approval of a vehicle is due to become invalid, the manufacturer shall notify the approval authority that granted the EC type-approval.</p>	<p>and which meets the defined technical requirements.</p> <p>2. The type approval certificate is issued for type of product which fulfills the determined requirements pursuant to this Law. The issued certificates are valid and the product can be launched in the market, namely it can begin to be used until the implementation of new supplementary requirements, as amended. The provisions that implement the new supplementary requirements passed as per this Law determine the deadline for the validity of the type approval, which cannot be shorter than 6 months from the day these provisions became valid.</p>	<p>Fully compliant</p>	
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The approval authority shall without unjustified delay communicate all relevant information to the approval authorities of the other Member States so as to enable the application, where appropriate, of Article 27. That communication shall specify, in particular, the date of production and the vehicle identification number of the last vehicle produced.

*Article 18*

**Certificate of conformity**

1. The manufacturer, in his capacity as the holder of an EC type-approval of a vehicle, shall deliver a certificate of conformity to accompany each vehicle, whether complete, incomplete or completed, that is manufactured in conformity with the approved vehicle

<p>type.</p> <p>In the case of an incomplete or completed vehicle, the manufacturer shall complete only those items on side 2 of the certificate of conformity which have been added or changed at the current stage of approval and, if applicable, shall attach to the certificate all certificates of conformity delivered at the previous stage.</p> <p>2. The certificate of conformity shall be drawn up in one of the official languages of the Community. Any Member State may request the certificate of conformity to be translated into its own language or languages.</p> <p>3. The certificate of conformity shall be designed to prevent forgery. To that end, the paper used shall be protected either by coloured graphics or by a watermark in the form of the manufacturer's identification mark.</p> <p>4. The certificate of conformity shall be completed in its entirety and shall not contain restrictions as</p>	<p style="text-align: center;"><b>Article 22</b></p> <p style="text-align: center;"><b>Conformity of products</b></p> <p>1. The manufacturer that has a EU type approval for the vehicle is obligated to allow compatibility for every vehicle manufactured in compliance with the approved type and to issue the conformity certificate.</p>		
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<p>regards the use of the vehicle other than those provided for in a regulatory act.</p> <p>5. The certificate of conformity as set out in Part I of Annex IX for vehicles approved in accordance with the provisions of Article 20(2) shall display in the title thereof the phrase 'For complete/completed vehicles, type-approved in application of Article 20 (provisional approval).'</p> <p>6. The certificate of conformity, as set out in Part I of Annex IX for vehicles type-approved in accordance with Article 22 shall display in the title thereof the phrase 'For complete/completed vehicles type-approved in small series', and in close proximity thereto the year of production followed by a sequential number, between 1 and the limit indicated in the table set out in Annex XII, denoting, in respect of each year of production, the position of that vehicle within the production allocated for that year.</p> <p>7. Without prejudice to the</p>		Fully compliant	
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provisions of paragraph 1, the manufacturer may transmit data or information contained in the certificate of conformity by electronic mean to the registration authority of the Member State.

8. A duplicate of the certificate of conformity may be issued only by the manufacturer. The word 'duplicate' must be clearly visible on the face of any duplicate certificate.

*Article 19*

**EC type-approval mark**

1. The manufacturer of a component or separate technical unit, whether or not it is part of a system, shall affix to each component or unit manufactured in conformity with the approved type the EC type-approval mark, required by the relevant separate directive or regulation.

2. Where no EC type-approval mark is required, the manufacturer shall affix at least his trade name or trade mark, and the type number and/or an identification number.



3. The EC type-approval mark shall be in accordance with the Appendix to Annex VII.

**CHAPTER VIII  
NEW TECHNOLOGIES OR  
CONCEPTS INCOMPATIBLE  
WITH SEPARATE  
DIRECTIVES**

*Article 20*

**Exemptions for new technologies  
or new concepts**

1. Member States may, on application by the manufacturer, grant an EC type-approval in respect of a type of system, component or separate technical unit that incorporates technologies or concepts which are incompatible with one or more regulatory acts listed in Part I of Annex IV, subject to authorisation being granted by the Commission in accordance with the procedure referred to in Article 40(3).

2. Pending the decision as to whether or not authorisation is

<p>granted, the Member State may grant a provisional approval, valid only in its territory, in respect of a type of vehicle covered by the exemption sought, provided that it informs the Commission and the other Member States thereof without delay by means of a file containing the following elements:</p> <p>(a) the reasons why the technologies or concepts in question make the system, component or separate technical unit incompatible with the requirements;</p> <p>(b) a description of the safety and environmental considerations concerned and the measures taken;</p> <p>(c) a description of the tests, including their results, demonstrating that, by comparison with the requirements from which exemption is sought, at least an equivalent level of safety and environmental protection</p>		<p>Not applicable</p>	
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<p>is ensured.</p> <p>3. Other Member States may decide to accept the provisional approval referred to in paragraph 2 on their territory.</p> <p>4. The Commission shall decide, in accordance with the procedure referred to in Article 40(3), whether or not to allow the Member State to grant an EC type-approval in respect of that type of vehicle.</p> <p>Where appropriate, the decision shall also specify whether its validity is subject to any restrictions, such as time-limits. In all cases, the validity of the approval shall not be less than 36 months.</p> <p>If the Commission decides to refuse authorisation, the Member State shall immediately give notice to the holder of the provisional type-approval referred to in paragraph 2 of this Article that the provisional approval will be revoked six months after the date of the Commission's decision.</p>		<p>Not applicable</p>	
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However, vehicles manufactured in conformity with the provisional approval before it was revoked shall be permitted to be registered, sold or enter service in any Member State that accepted the provisional approval.

5. This Article does not apply where a system, component or separate technical unit complies with a UNECE Regulation to which the Community has acceded.

*Article 21*

**Action required**

1. Where the Commission finds that there are sound grounds for granting an exemption pursuant to Article 20, it shall immediately take the necessary steps to adapt the separate directives or regulations concerned to technological developments. These measures, designed to amend non-essential elements of the separate directives or regulations listed in Part I of Annex IV shall be adopted in accordance with the regulatory procedure with scrutiny referred to

<p>in Article 40(2).</p> <p>Where the exemption pursuant to Article 20 relates to a UNECE Regulation, the Commission shall propose an amendment to the relevant UNECE Regulation in accordance with the procedure applicable under the Revised 1958 Agreement.</p> <p>2. As soon as the relevant regulatory acts have been amended, any restriction attaching to the exemption shall be lifted immediately.</p> <p>If the necessary steps to adapt the regulatory acts have not been taken, the validity of an exemption may be extended, at the request of the Member State which granted the approval, by another decision adopted in accordance with the procedure referred to in Article 40(3).</p> <p style="text-align: center;"><b>CHAPTER IX</b> <b>VEHICLES PRODUCED IN</b> <b>SMALL SERIES</b></p>			
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<p style="text-align: center;"><i>Article 22</i></p> <p><b>EC type-approval of small series</b></p> <p>1. At the request of the manufacturer and within the quantitative limits set out in Section 1 of Part A of Annex XII, Member States shall grant, in accordance with the procedure referred to in Article 6(4), an EC type-approval in respect of a type of vehicle which satisfies at least the requirements listed in the Appendix to Part I of Annex IV.</p> <p>2. Paragraph 1 shall not apply to special purpose vehicles.</p> <p>3. EC type-approval certificates shall be numbered in accordance with Annex VII.</p>	<p style="text-align: center;"><b>Article 12</b></p> <p><b>Deviations from the requirements</b></p> <p>1. The approval authority may waive certain requirements and allow for the placing on the market for :</p> <p>1.1. Road vehicles, their spare parts and independent technical units, which have been manufactured in smaller series pursuant to the provisions approved by this Law;</p> <p>1.2. Road vehicles from the end of the series;</p> <p>1.3. Road vehicles allowed as special vehicles.</p>		
<p style="text-align: center;"><i>Article 23</i></p> <p><b>National type-approval of small series</b></p> <p>1. In the case of vehicles produced within the quantitative limits specified in Section 2 of Part A of Annex XII, Member States may waive one or more of the</p>			

<p>provisions of one or more of the regulatory acts listed in Annex IV or Annex XI, provided that they lay down relevant alternative requirements.</p> <p>‘Alternative requirements’ means administrative provisions and technical requirements which aim to ensure a level of road safety and environmental protection which is equivalent to the greatest extent practicable to the level provided for by the provisions of Annex IV or Annex XI, as appropriate.</p> <p>2. Member States may, in the case of the vehicles referred to in paragraph 1, waive one or more of the provisions of this Directive.</p> <p>3. The provisions referred to in paragraphs 1 and 2 shall only be waived where a Member State has reasonable grounds for so doing.</p> <p>4. For the purpose of type-approval of vehicles under this Article, Member States shall accept systems, components or separate technical units which are type-approved in accordance with the regulatory acts listed in Annex IV.</p>	<p style="text-align: center;"><b>Article 12</b></p> <p><b>Deviations from the requirements</b></p> <p>2. In case of deviations from paragraph 1. of this Article, the approval authority can implement alternative relevant requirements recommended by the technical commission of the experts.</p> <p>3. The alternative requirements mentioned in paragraph 2. of this Article are the administrative provisions and technical which aim to ensure the highest level possible of the road safety as well as the environmental protection.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>5. The type-approval certificate shall specify the nature of the waivers granted pursuant to paragraphs 1 and 2.</p> <p>The type-approval certificate, the model for which is set out in Annex VI, shall not bear the heading 'EC vehicle type-approval certificate'. However, type-approval certificates shall be numbered in accordance with Annex VII.</p> <p>6. The validity of the type-approval shall be restricted to the territory of the Member State that granted the approval. However, if the manufacturer so requests, the approval authority shall send by registered mail or by electronic mail a copy of the type-approval certificate and its attachments to the approval authorities of the Member States designated by the manufacturer.</p> <p>Within 60 days of receipt, such a Member State shall decide whether or not it accepts the type-approval. It shall formally communicate that decision to the approval authority</p>		<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>referred to in the first subparagraph.</p> <p>A Member State shall not refuse the type-approval unless it has reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to its own.</p> <p>7. On request of an applicant who wishes to sell, register or put into service a vehicle in another Member State, the Member State that granted the approval shall provide the applicant with a copy of the type-approval certificate including the information package.</p> <p>A Member State shall permit the sale, registration or entry into service of this vehicle unless it has reasonable grounds to believe that the technical provisions according to which the vehicle was approved are not equivalent to its own.</p> <p style="text-align: center;"><b>CHAPTER X</b> <b>INDIVIDUAL APPROVALS</b></p> <p style="text-align: center;"><i>Article 24</i></p>		Not applicable	
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<p style="text-align: center;"><b>Individual approvals</b></p> <p>1. Member States may exempt a particular vehicle, whether unique or not, from compliance with one or more of the provisions of this Directive or with one or more of the regulatory acts listed in Annex IV or Annex XI, provided that they impose alternative requirements.</p> <p>The provisions referred to in subparagraph 1 shall only be waived where a Member State has reasonable grounds for so doing.</p> <p>‘Alternative requirements’ means administrative provisions and technical requirements which aim to ensure a level of road safety and environmental protection, which is equivalent to the greatest extent practicable to the level provided for by the provisions of Annex IV or Annex XI, as appropriate.</p> <p>2. Member States shall not carry out destructive tests. They shall use any relevant information provided by the applicant establishing compliance with the alternative requirements.</p>	<p style="text-align: center;"><b>Individual type approval</b></p> <p style="text-align: center;"><b>Article 25</b></p> <p style="text-align: center;"><b>Procedures</b></p> <p>1. Individual approval of vehicles is a procedure in which the authorized entity for approval, based on the instructions of the authorized homologation institution, establishes that the vehicle examine, whether or not it is unique, fulfills the set requirements and a special permit is issued accordingly.</p>		
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<p>3. Member States shall accept any system, component or separate technical unit EC type-approval instead of the alternative requirements.</p> <p>4. An application for individual approval shall be submitted by the manufacturer or by the owner of the vehicle or by a person acting on their behalf, provided the latter is established in the Community.</p> <p>5. A Member State shall grant an individual approval if the vehicle conforms to the description appended to the application and satisfies the applicable technical requirements and shall without unjustified delay issue an individual approval certificate.</p> <p>The format of the individual approval certificate shall be based on the template of the EC type-approval certificate set out in Annex VI and shall contain at least the information necessary to complete the application for registration provided for in Council Directive 1999/37/EC of 29 April 1999 on the registration documents</p>	<p style="text-align: center;"><b>Article 12</b></p> <p><b>Deviations from the requirements</b></p> <p>3. The alternative requirements mentioned in paragraph 2. of this Article are the administrative provisions and technical which aim to ensure the highest level possible of the road safety as well as the environmental protection.</p>	<p style="text-align: center;">Fully compliant</p>	
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<p>for vehicles <sup>(15)</sup>. Individual approval certificates shall not bear the heading 'EC vehicle approval'.</p> <p>An individual approval certificate shall bear the vehicle identification number of the vehicle concerned.</p> <p>6. The validity of an individual approval shall be restricted to the territory of the Member State that granted the approval.</p> <p>Where an applicant wishes to sell, register or put into service in another Member State a vehicle which has been granted an individual approval, the Member State that granted the approval shall, on request, provide the applicant with a statement of the technical provisions against which the vehicle was approved.</p> <p>With regard to a vehicle which has been granted an individual approval by a Member State in accordance with the provisions of this Article, another Member State shall permit that vehicle to be sold, registered or to enter into service unless it has reasonable grounds to believe that the technical</p>		Fully compliant	
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<p>provisions against which the vehicle was approved are not equivalent to its own.</p> <p>7. At the request of the manufacturer or of the owner of the vehicle, Member States shall grant an individual approval to a vehicle which complies with the provisions of this Directive and with the regulatory acts listed in Annex IV or Annex XI, as appropriate.</p> <p>In such a case, Member States shall accept the individual approval and shall permit the sale, registration and entry into service of the vehicle.</p> <p>8. The provisions of this Article may apply to vehicles which have been type-approved in accordance with this Directive and which have been modified before their first registration or entry into service.</p> <p style="text-align: center;"><i>Article 25</i></p> <p style="text-align: center;"><b>Specific provisions</b></p> <p>1. The procedure set out in Article 24 may apply to a particular vehicle during the successive</p>			
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stages of its completion in accordance with a multi-stage type-approval procedure.

2. The procedure set out in Article 24 may not replace an intermediate stage within the normal sequence of a multi-stage type-approval procedure and may not apply for the purposes of obtaining the first-stage approval of a vehicle.

**CHAPTER XI  
REGISTRATION, SALE AND  
ENTRY INTO SERVICE**

*Article 26*

**Registration, sale and entry into  
service of vehicles**

1. Without prejudice to the provisions of Articles 29 and 30, Member States shall register, and permit the sale or entry into service of, vehicles only if they are accompanied by a valid certificate of conformity issued in accordance with Article 18.

In the case of incomplete vehicles, Member States shall permit the

<p>sale of such vehicles but may refuse their permanent registration and entry into service for such time as the vehicles remain incomplete.</p> <p>2. Vehicles exempted from the requirement concerning a certificate of conformity may be registered, sold or put into service only if they satisfy the relevant technical requirements of this Directive.</p> <p>3. As regards small-series vehicles, the number of vehicles registered, sold or entered into service in the course of a single year shall not exceed the number of units shown in Part A of Annex XII.</p> <p style="text-align: center;"><i>Article 27</i></p> <p><b>Registration, sale and entry into service of end-of-series vehicles</b></p> <p>1. Subject to the limits specified in Section B of Annex XII, and in respect only of a limited period of time, Member States may register and permit the sale or entry into service of vehicles conforming to a type of vehicle whose EC type-</p>	<p style="text-align: center;"><b>Article 8</b></p> <p style="text-align: center;"><b>General Provisions</b></p> <p>1.1. Road vehicle, its system, spare part, the independent technical unit and equipment can be released on the market and begin to be used if it fulfills the technical requirements and follow the established procedure of identification and technical evaluation, and if registered pursuant to the provisions of this law and the provisions approved pursuant to this law;</p>	<p style="text-align: center;">Not applicable</p>	
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<p>requirements.</p> <p>The Member States concerned shall decide, within three months of receiving such a request, whether and in what number to permit the registration of those vehicles within their territory.</p> <p>4. Paragraphs 1, 2 and 3 shall apply mutatis mutandis to vehicles which were covered by a national type-approval but which had not been registered or put into service before that approval ceased to be valid, in application of Article 45, owing to the compulsory enforcement of the EC type-approval procedure.</p> <p>5. Member States shall apply appropriate measures to ensure that the number of vehicles to be registered or put into service in the framework of the procedure set out in this Article is effectively monitored.</p> <p style="text-align: center;"><i>Article 28</i></p> <p style="text-align: center;"><b>Sale and entry into service of components and separate technical units</b></p>		Not applicable	
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<p>1. Member States shall permit the sale or entry into service of components or separate technical units if and only if they comply with the requirements of the relevant regulatory acts and are properly marked in accordance with Article 19.</p> <p>2. Paragraph 1 shall not apply in the case of components or separate technical units which are specifically constructed or designed for new vehicles not covered by this Directive.</p> <p>3. By way of derogation from paragraph 1, Member States may permit the sale and entry into service of components or separate technical units that have been exempted from one or more provisions of a regulatory act in application of Article 20 or are intended for mounting on vehicles covered by approvals granted under Articles 22, 23 or 24 that concern the component or separate technical unit in question.</p> <p>4. By way of derogation from paragraph 1, and unless otherwise</p>			
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provided for in a regulatory act, Member States may permit the sale and entry into service of components or separate technical units that are intended for mounting on vehicles which, at the time of their entry into service, were not required, by this Directive or by Directive 70/156/EEC to be EC type-approved.

**CHAPTER XII  
SAFEGUARD CLAUSES**

*Article 29*

**Vehicles, systems, components or  
separate technical units in  
compliance with this Directive**

1. If a Member State finds that new vehicles, systems, components or separate technical units, albeit in compliance with the applicable requirements or properly marked, present a serious risk to road safety, or seriously harm the environment or public health, that Member State may, for a maximum period of six months, refuse to

<p>register such vehicles or to permit the sale or entry into service in its territory of such vehicles, components or separate technical units.</p> <p>In such cases, the Member State concerned shall immediately notify the manufacturer, the other Member States and the Commission accordingly, stating the reasons on which its decision is based and, in particular, whether it is the result of:</p> <ul style="list-style-type: none"> <li>— shortcomings in the relevant regulatory acts, or</li> <li>— incorrect application of the relevant requirements.</li> </ul> <p>2. The Commission shall consult the parties concerned as soon as possible and, in particular, the approval authority that granted the type-approval in order to prepare the decision.</p> <p>3. Where the measures referred to in paragraph 1 are attributed to shortcomings in the relevant regulatory acts, the appropriate</p>			
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<p>measures shall be taken as follows:</p> <ul style="list-style-type: none"> <li>— where separate directives or regulations listed in Part I of Annex IV are concerned, the Commission shall amend them in accordance with the regulatory procedure with scrutiny referred to in Article 40(2),</li> <li>— where UNECE Regulations are concerned, the Commission shall propose the necessary draft amendments to the relevant UNECE Regulations in accordance with the procedure applicable under the Revised 1958 Agreement.</li> </ul> <p>4. Where the measures referred to in paragraph 1 are attributed to incorrect application of the relevant requirements, the Commission shall take the appropriate measures to ensure compliance with such requirements.</p> <p style="text-align: center;"><i>Article 30</i></p>			
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<p><b>Vehicles, systems, components or separate technical units not in conformity with the approved type</b></p>			
<p>1. If a Member State which has granted an EC type-approval finds that new vehicles, systems, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the type it has approved, it shall take the necessary measures, including, where necessary, the withdrawal of type-approval, to ensure that production vehicles, systems, components or separate technical units, as the case may be, are brought into conformity with the approved type. The approval authority of that Member State shall advise the approval authorities of the other Member States of the measures taken.</p>			
<p>2. For the purposes of paragraph 1, deviations from the particulars in the EC type-approval certificate or the information package shall be deemed to constitute failure to conform to the</p>			

<p>approved type.</p> <p>A vehicle shall not be deemed to deviate from the approved type where tolerances are permitted by the relevant regulatory acts and those tolerances are respected.</p> <p>3. If a Member State demonstrates that new vehicles, components or separate technical units accompanied by a certificate of conformity or bearing an approval mark do not conform to the approved type, it may ask the Member State which granted the EC type-approval to verify that vehicles, systems, components or separate technical units in production continue to conform to the approved type. On receipt of such a request, the Member State concerned shall take the requisite action as soon as possible and in any case within six months of the date of the request.</p> <p>4. The approval authority shall request the Member State which granted the system, component, separate technical unit or incomplete vehicle type-approval</p>			
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<p>to take the necessary action to ensure that vehicles in production are brought back into conformity with the approved type in the following cases:</p> <p>(a) in relation to an EC vehicle type-approval, where the non-conformity of a vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit;</p> <p>(b) in relation to a multi-stage type-approval, where the non-conformity of a completed vehicle is attributable exclusively to the non-conformity of a system, component or separate technical unit being part of the incomplete vehicle, or of the incomplete vehicle itself.</p> <p>On receipt of such a request, the Member State concerned shall take the requisite action, if necessary in conjunction with the Member State making the request, as soon as possible and in any case within six</p>			
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months of the date of the request. Where a failure to conform is established, the approval authority of the Member State which granted the system, component or separate technical unit EC type-approval or the approval of the incomplete vehicle shall take the measures set out in paragraph 1.

5. The approval authorities shall inform each other within 20 working days of any withdrawal of EC type-approval and of the reasons therefor.

6. If the Member State that granted EC type-approval disputes the failure to conform notified to it, the Member States concerned shall endeavour to settle the dispute. The Commission shall be kept informed and, where necessary, shall hold appropriate consultations with a view to reaching a settlement.

*Article 31*

**Sale and entry into service of parts or equipment which are capable of posing a significant risk to the correct functioning of**

<p style="text-align: center;"><b>essential systems</b></p> <p>1. Member States shall permit the sale, the offer for sale or entry into service of parts or equipment which are capable of posing a significant risk to the correct functioning of systems that are essential for the safety of the vehicle or for its environmental performance, only if those parts or equipment have been authorised by an approval authority in accordance with paragraphs 5 to 10.</p> <p>2. Parts or equipment subject to authorisation in accordance with paragraph 1 shall be inserted in the list to be established in Annex XIII. Such a decision shall be preceded by an evaluation resulting in a report and strive for a fair balance between the following elements:</p> <p>(a) the existence of a serious risk to the safety or environmental performance of vehicles fitted with the parts or equipment under consideration; and</p>			
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<p>(b) the effect on consumers and manufacturers in the after-market of the imposition under this Article of a possible authorisation requirement on the parts or equipment under consideration.</p> <p>3. Paragraph 1 shall not apply to original parts or equipment which are covered by a system type-approval with respect to a vehicle and to parts or equipment which are type-approved in accordance with the provisions of one of the regulatory acts listed in Annex IV, except where those approvals relate to aspects other than those covered in paragraph 1. Paragraph 1 shall not apply to parts or equipment exclusively produced for racing vehicles not intended for use on public roads. If parts or equipment included in Annex XIII have a dual use for racing and on the road, these parts or equipment may not be sold or offered for sale to the general public for use in on-road vehicles unless they comply with</p>			
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the requirements of this Article.

Where appropriate, the Commission shall adopt provisions for identifying the parts or equipment referred to in this paragraph.

4. The Commission shall, after consulting stakeholders, establish the procedure and the requirements of the authorisation process referred to in paragraph 1, and adopt the provisions for the subsequent updating of the list established in Annex XIII. Those requirements shall include prescriptions for safety, environmental protection and, where needed, for testing standards. They may be based on the regulatory acts listed in Annex IV, may be developed according to the relevant state of safety, environmental and testing technology, or, if this is an appropriate way of achieving the required safety or environmental objectives, may consist of a comparison of the part or equipment with the environmental or safety performance of the

<p>original vehicle, or of any of its parts, as appropriate.</p> <p>5. For the purposes of paragraph 1, the manufacturer of parts or equipment shall submit to the approval authority a test report drafted by a designated technical service which certifies that the parts or equipment for which authorisation is sought comply with the requirements referred to in paragraph 4. The manufacturer may introduce only one application per type per part with only one approval authority.</p> <p>The application shall include details concerning the manufacturer of the parts or equipment, the type, identification and part numbers of the parts or equipment for which authorisation is sought, as well as the vehicle manufacturer's name, type of vehicle and, if appropriate, years of construction or any other information permitting the identification of the vehicle for which the fitting of such parts or equipment is intended.</p>			
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When the approval authority is satisfied, taking account of the test report and other evidence, that the parts or equipment in question comply with the requirements referred to in paragraph 4, it shall issue a certificate to the manufacturer without unjustified delay. This certificate shall authorise the parts or equipment to be sold, offered for sale or fitted to vehicles in the Community subject to the second subparagraph of paragraph 9.

6. Each part or piece of equipment authorised in application of this Article shall be appropriately marked.

The Commission shall establish marking and packaging requirements, as well as the model and numbering system of the certificate referred to in paragraph 5.

7. The measures referred to in paragraphs 2 to 6 shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) as they are

designed to amend non-essential elements of this Directive, inter alia by supplementing it.

8. The manufacturer shall inform without delay the approval authority that issued the certificate of any change affecting the conditions under which it was delivered. That approval authority shall decide whether the certificate has to be reviewed or reissued and whether fresh tests are necessary.

The manufacturer shall be responsible for ensuring that the parts and equipment are produced and continue to be produced under the conditions under which the certificate was issued.

9. Before delivering any authorisation, the approval authority shall verify the existence of satisfactory arrangements and procedures for ensuring effective control of the conformity of production.

Where the approval authority finds that the conditions for issuing the authorisation are no longer fulfilled, it shall request the

manufacturer to take the necessary measures to ensure that the parts or equipment are brought back into conformity. If necessary, it shall withdraw the authorisation.

10. Any disagreement between Member States in relation to the certificates referred to in paragraph 5 shall be brought to the attention of the Commission. It shall take appropriate measures, including, where necessary, requiring the withdrawal of the authorisation, after having consulted the Member States.

11. This Article shall not be applicable to a part or piece of equipment before it is listed in Annex XIII. For any entry or group of entries in Annex XIII a reasonable transitional period shall be fixed to allow the manufacturer of the part or equipment to apply for and obtain an authorisation. At the same time a date may be fixed, where appropriate, to exclude parts and equipment designed for vehicles type-approved before that date from the application of this Article.



12. As long as a decision as to whether or not a part or piece of equipment is to be included in the list referred to in paragraph 1 has not been taken, Member States may maintain national provisions dealing with parts or equipment which are capable of posing a significant risk to the correct functioning of systems that are essential for the safety of the vehicle or its environmental performance.

Once such a decision in this regard has been taken, the national provisions dealing with the parts or equipment in question shall cease to be valid.

13. As from 29 October 2007, Member States shall not adopt new provisions dealing with parts and equipment which can affect the correct functioning of systems that are essential for the safety of the vehicle or its environmental performance.

*Article 32*

**Recall of vehicles**

<p>1. Where a manufacturer who has been granted an EC vehicle type-approval is obliged, in application of the provisions of a regulatory act or of Directive 2001/95/EC, to recall vehicles already sold, registered or put into service because one or more systems, components or separate technical units fitted to the vehicle, whether or not duly approved in accordance with this Directive, presents a serious risk to road safety, public health or environmental protection, he shall immediately inform the approval authority that granted the vehicle approval thereof.</p> <p>2. The manufacturer shall propose to the approval authority a set of appropriate remedies to neutralise the risk referred to in paragraph 1. The approval authority shall communicate the proposed measures to the authorities of the other Member States without delay.</p> <p>The competent authorities shall ensure that the measures are effectively implemented in their respective territories.</p>	<p style="text-align: center;"><b>Article 19</b></p> <p style="text-align: center;"><b>Obligations of the manufacturer</b></p> <p>2. Where a manufacturer who has been granted with type approval for vehicle, system component or separate technical unit is obliged for the withdrawal of product series of the approved type, when these products presents a serious risk to road safety,</p>		
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<p>3. If the measures are considered to be insufficient by the authorities concerned or have not been implemented quickly enough, they shall inform the approval authority that granted the EC vehicle type-approval without delay.</p> <p>The approval authority shall then inform the manufacturer. If the approval authority which granted the EC type-approval is itself not satisfied with the measures of the manufacturer, it shall take all protective measures required, including the withdrawal of the EC vehicle type-approval where the manufacturer does not propose and implement effective corrective measures. In case of withdrawal of the EC vehicle type-approval, the concerned approval authority shall notify the manufacturer, the approval authorities of the other Member States and the Commission by registered letter or equivalent electronic means within 20 working days.</p> <p>4. This Article shall also apply to parts that are not subject to any</p>	<p>public health or environmental protection, he shall immediately inform the approval authority (homologation) that granted the vehicle approval as well as to propose the correct measures to be taken.</p>	<p>Fully compliant</p>	
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requirement under a regulatory act.

*Article 33*

**Notification of decisions and remedies available**

All decisions taken pursuant to the provisions adopted in implementation of this Directive and all decisions refusing or withdrawing EC type-approval, or refusing registration or prohibiting sales, shall state in detail the reasons on which they are based.

Any such decision shall be notified to the party concerned who shall, at the same time, be informed of the remedies available to him under the laws in force in the Member State concerned and of the time limits allowed for the exercise of such remedies.

**CHAPTER XIII  
INTERNATIONAL  
REGULATIONS**

*Article 34*

**UNECE Regulations required**

3.If the authorized entity for approval which granted the type approval is itself not satisfied with the measures of the manufacturer from paragraph 2 of this Article, then the approval authority shall take all protective measures required, including the withdrawal of the vehicle's type approval



<p>is incompatible with the UNECE Regulation in question.</p> <p>Where such a UNECE Regulation replaces an existing separate directive or regulation, the relevant entry in Part I of Annex IV and in Annex XI shall be replaced by the number of the UNECE Regulation and the corresponding entry in Part II of Annex IV shall be deleted in accordance with the same procedure.</p> <p>3. In the cases referred to in the second subparagraph of paragraph 2, the separate directive or regulation replaced by the UNECE Regulation shall be repealed in accordance with the regulatory procedure with scrutiny referred to in Article 40(2).</p> <p>Where a separate directive is repealed, Member States shall repeal any national legislation that was adopted for the transposition of that directive.</p> <p>4. Direct references may be made in this Directive or in the separate directives or regulations to international standards and</p>		<p>Not applicable</p>	
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regulations without reproducing them in the Community legal framework.

*Article 35*

**Equivalence of UNECE Regulations with directives or regulations**

1. The UNECE Regulations listed in Part II of Annex IV are recognised as being equivalent to the corresponding separate directives or regulations in as much as they share the same scope and subject matter.

The approval authorities of the Member States shall accept approvals granted in accordance with those UNECE Regulations and, where applicable, the pertaining approval marks, in lieu of the corresponding approvals and approval marks granted in accordance with the equivalent separate directive or regulation.

2. Where the Community has decided to apply, for the purposes of paragraph 1, a new UNECE Regulation or a UNECE

Regulation as amended, Part II of Annex IV shall be amended as appropriate. These measures, designed to amend non-essential elements of this Directive shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2).

*Article 36*

**Equivalence with other regulations**

The Council may, acting by qualified majority on a proposal from the Commission, recognise the equivalence between the conditions or provisions for EC type-approval of systems, components and separate technical units established by this Directive and the procedures established by international regulations or regulations of third countries, in the framework of multilateral or bilateral agreements between the Community and third countries.

**CHAPTER XIV  
PROVISION OF TECHNICAL**



<p style="text-align: center;"><b>INFORMATION</b></p> <p style="text-align: center;"><i>Article 37</i></p> <p><b>Information intended for users</b></p> <p>1. The manufacturer may not supply any technical information related to the particulars provided for in this Directive or in the regulatory acts listed in Annex IV which diverges from the particulars approved by the approval authority.</p> <p>2. Where a regulatory act makes specific provisions for so doing, the manufacturer shall make available to users all relevant information and necessary instructions describing any special conditions or restrictions attaching to the use of a vehicle, a component or a separate technical unit.</p> <p>That information shall be supplied in the official languages of the Community. It shall be provided, in agreement with the approval authority, in an appropriate supporting document, such as the owner's manual or the maintenance</p>		<p>Not applicable</p>	
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<p>book.</p> <p style="text-align: center;"><i>Article 38</i></p> <p><b>Information intended for manufacturers of components or separate technical units</b></p> <p>1. The vehicle manufacturer shall make available to the manufacturers of components or separate technical units all those particulars including, as the case may be, drawings specifically listed in the annex or appendix to a regulatory act that are necessary for EC type-approval of components or separate technical units, or necessary to obtain an authorisation under Article 31.</p> <p>The vehicle manufacturer may impose a binding agreement on the manufacturers of components or separate technical units to protect the confidentiality of any information that is not in the public domain, including what is related to intellectual property rights.</p> <p>2. The manufacturer of components or separate technical units, in his capacity as the holder</p>		<p>Not applicable</p> <p>Not applicable</p>	
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<p>of an EC type-approval certificate which, in accordance with Article 10(4), includes restrictions on use or special mounting conditions or both, shall provide all the detailed information thereon to the vehicle manufacturer.</p> <p>Where a regulatory act makes provision for so doing, the manufacturer of components or separate technical units shall provide, together with the components or separate technical units produced, instructions regarding restrictions on use or special mounting conditions or both.</p> <p style="text-align: center;"><b>CHAPTER XV</b> <b>IMPLEMENTATION</b> <b>MEASURES AND</b> <b>AMENDMENTS</b></p> <p style="text-align: center;"><i>Article 39</i></p> <p><b>Implementation measures and amendments to this Directive and the separate directives and regulations</b></p>			
			Not applicable

<p>1. The Commission shall adopt the measures necessary for the implementation of each separate directive or regulation in compliance with the rules laid down in each directive or regulation concerned.</p> <p>2. The Commission shall adopt amendments to the annexes to this Directive or to the provisions of the separate directives or regulations listed in Part I of Annex IV, which are necessary to adapt them to the development of scientific and technical knowledge or to the specific needs of persons with disabilities.</p> <p>3. The Commission shall adopt amendments to this Directive which are necessary to lay down technical requirements for small series vehicles, vehicles approved under the individual approval procedure and special purpose vehicles.</p> <p>4. When the Commission becomes aware of serious risks to road users or to the environment, which require urgent measures, it</p>			
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<p>may amend the provisions of the separate directives or regulations listed in Part I of Annex IV.</p> <p>5. The Commission shall adopt amendments which are necessary in the interest of good administration and in particular those needed to ensure the coherence of the separate directives or regulations listed in Part I of Annex IV either amongst themselves or with other pieces of Community law.</p> <p>6. When, in application of Decision 97/836/EC, new UNECE Regulations or amendments to existing UNECE Regulations to which the Community has acceded are adopted, the Commission shall amend the annexes to this Directive accordingly.</p> <p>7. Each new separate directive or regulation shall introduce the appropriate amendments to the annexes to this Directive.</p> <p>8. The annexes to this Directive may be amended by means of regulations.</p>		<p>Not applicable</p>	
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<p>9. Measures referred to in this Article shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 40(2) as they are designed to amend non-essential elements of this Directive or of the separate directives and regulations, inter alia by supplementing them.</p> <p style="text-align: center;"><i>Article 40</i></p> <p style="text-align: center;"><b>Committee</b></p> <p>1. The Commission shall be assisted by a committee referred to as the 'Technical Committee — Motor Vehicles' (TCMV).</p> <p>2. Where reference is made to this paragraph, Article 5a(1) to (4), and Article 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</p> <p>3. Where reference is made to this paragraph, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.</p> <p>The period referred to in Article 5(6) of Decision</p>			
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1999/468/EC shall be set at three months.

**CHAPTER XVI  
DESIGNATION AND  
NOTIFICATION OF  
TECHNICAL SERVICES**

*Article 41*

**Designation of technical services**

1. When a Member State designates a technical service, the latter shall comply with the provisions of this Directive.
2. The technical services shall carry out themselves or supervise the tests required for approval or inspections specified in this Directive or in a regulatory act listed in Annex IV, except where alternative procedures are specifically permitted. They may not conduct tests or inspections for which they have not been duly designated.
3. The technical services shall fall into one or more of the four following categories of activities,

<p>depending on their field of competence:</p> <p>(a) category A, technical services which carry out in their own facilities the tests referred to in this Directive and in the regulatory acts listed in Annex IV;</p> <p>(b) category B, technical services which supervise the tests referred to in this Directive and in the regulatory acts listed in Annex IV, performed in the manufacturer's facilities or in the facilities of a third party;</p> <p>(c) category C, technical services which assess and monitor on a regular basis the manufacturer's procedures for controlling conformity of production;</p> <p>(d) category D, technical services which supervise or perform tests or inspections in the</p>	<p style="text-align: center;"><b>Article 32</b></p> <p><b>Approval Authority (homologation)</b></p> <p>The Ministry in charge of Transport is the homologation authority and is responsible for monitoring and administrative supervision for all aspects of the vehicle homologation system, its components, its individual units, adoption of parts, vehicle equipment and vehicle specific approvals.</p>	<p>Not applicable</p>	
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<p>framework of the surveillance of conformity of production.</p> <p>4. Technical services shall demonstrate appropriate skills, specific technical knowledge and proven experience in the specific fields covered by this Directive and the regulatory acts listed in Annex IV.</p> <p>In addition, technical services shall comply with the standards listed in Appendix I to Annex V which are relevant for the activities they carry out. However, this requirement does not apply for the purposes of the last stage of a multi-stage type-approval procedure as referred to in Article 25(1).</p> <p>5. An approval authority may act as a technical service for one or more of the activities referred to in paragraph 3.</p> <p>6. A manufacturer or a subcontracting party acting on his behalf may be designated as a technical service for category A activities with regard to the regulatory acts listed in Annex XV.</p>		Fully compliant	
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<p>The Commission shall amend the list of these regulatory acts where necessary in accordance with the regulatory procedure with scrutiny referred to in Article 40(2).</p> <p>7. The entities referred to in paragraphs 5 and 6 shall comply with the provisions of this Article.</p> <p>8. Technical services, other than those designated in accordance with paragraph 6, of a third country may be notified for the purposes of Article 43 only in the framework of a bilateral agreement between the Community and the third country in question.</p> <p style="text-align: center;"><i>Article 42</i></p> <p style="text-align: center;"><b>Assessment of the skills of the technical services</b></p> <p>1. The skills referred to in Article 41 shall be demonstrated by an assessment report established by a competent authority. This may include a certificate of accreditation issued by an accreditation body.</p> <p>2. The assessment on which the</p>			
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<p>report referred to in paragraph I is based shall be conducted in accordance with the provisions of Appendix 2 to Annex V.</p> <p>The assessment report shall be reviewed after a maximum period of three years.</p> <p>3. The assessment report shall be communicated to the Commission upon request.</p> <p>4. The approval authority which acts as a technical service shall demonstrate compliance through documentary evidence.</p> <p>This includes an assessment conducted by auditors independent of the activity being assessed. Such auditors may be from within the same organisation provided that they are managed autonomously from personnel undertaking the assessed activity.</p> <p>5. A manufacturer or a subcontracting party acting on his behalf, designated as a technical service, shall comply with the relevant provisions of this Article.</p>	<p style="text-align: center;"><b>Article 35</b></p> <p style="text-align: center;"><b>Revocation of authorization</b></p> <p>3. The supervision to the entities authorized for approval is exercised by the Ministry in charge of transport.</p>		<p>Shall be regulated by sub-legal act, a year after the entrance of this law into force</p>
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*Article 43*

**Procedures for notification**

1. Member States shall notify to the Commission the name, the address including electronic address, the responsible persons and the category of activities with respect to each designated technical service. They shall notify it of any subsequent modifications thereto.

The notification act shall state in respect of which regulatory acts the technical services have been designated.

2. A technical service may conduct the activities described in Article 41 for the purposes of type-approval only if it has been notified beforehand to the Commission.

3. The same technical service may be designated and notified by several Member States irrespective of the category of activities which it conducts.

4. Where a specific organisation or competent body, the activity of

Partially compliant

<p>which is not included in those referred to in Article 41, needs to be designated in application of a regulatory act, the notification shall be made in accordance with the provisions of this Article.</p> <p>5. The Commission shall publish a list and details regarding the approval authorities and technical services on its web-site.</p> <p style="text-align: center;"><b>CHAPTER XVII</b> <b>FINAL PROVISIONS</b></p> <p style="text-align: center;"><i>Article 44</i></p> <p style="text-align: center;"><b>Transitional provisions</b></p> <p>1. Pending the necessary amendments to this Directive in order to include vehicles not yet covered or to complete the administrative and technical provisions regarding type-approval of vehicles other than M<sub>1</sub> produced in small series, and to lay down harmonised administrative and technical provisions regarding the individual approval procedure, and pending expiry of the transitional</p>			
		Not applicable	

<p>periods provided for in Article 45, Member States shall continue to grant national approvals for those vehicles, provided that such approvals are based on the harmonised technical requirements laid down in this Directive.</p> <p>2. On application by the manufacturer or, in the case of individual approval, by the owner of the vehicle and on submission of the information required, the Member State concerned shall complete and issue the type-approval certificate or the individual approval certificate as appropriate. The certificate shall be issued to the applicant.</p> <p>With respect to vehicles of the same type, other Member States shall accept a certified true copy as proof that the requisite tests have been carried out.</p> <p>3. Where a particular vehicle covered by an individual approval has to be registered in another Member State, that Member State may require, from the approval authority that has issued the</p>			
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<p>individual approval, any additional information stating in detail the nature of the technical requirements satisfied by that particular vehicle.</p> <p>4. Pending the harmonisation of registration and taxation systems of the Member States in relation to vehicles covered by this Directive, Member States may use national codes in order to facilitate registration and taxation in their territory. For this purpose, Member States may subdivide the versions shown in Part II of Annex III, provided that the particulars used for the subdivision are expressly stated in the information package or can be derived from it by a simple calculation.</p> <p style="text-align: center;"><i>Article 45</i></p> <p style="text-align: center;"><b>Application dates for EC type-approval</b></p> <p>1. As regards EC type-approval, Member States shall grant EC approval to new types of vehicle from the dates specified in Annex XIX.</p>		Not applicable	
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<p>2. On application by the manufacturer, Member States may grant EC approval to new types of vehicle from 29 April 2009.</p> <p>3. Until the dates specified in the fourth column of the table set out in Annex XIX, Article 26(1) shall not apply to new vehicles for which a national approval has been granted before the dates specified in the third column thereof or for which there has been no approval.</p> <p>4. At the request of the manufacturer, and until the dates specified in column 3 of rows 6 and 9 of the table set out in Annex XIX, Member States shall continue to grant national type-approvals as an alternative to EC vehicle type-approval for vehicles of category M<sub>2</sub> or M<sub>3</sub> on the condition that those vehicles and their systems, components and separate technical units have been type-approved in accordance with the regulatory acts listed in Part I of Annex IV to this Directive.</p> <p>5. This Directive shall not invalidate any EC type-approval granted to vehicles of category</p>			
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<p>M, before 29 April 2009 nor prevent the extension of such approvals.</p> <p>6. As regards the EC approval of new types of systems, components or separate technical units, Member States shall apply this Directive from 29 April 2009.</p> <p>This Directive shall not invalidate any EC type-approval granted for systems, components or separate technical units before 29 April 2009 nor prevent the extension of such approvals.</p> <p style="text-align: center;"><i>Article 46</i></p> <p style="text-align: center;"><b>Penalties</b></p> <p>Member States shall determine the penalties applicable for infringement of the provisions of this Directive, and in particular of the prohibitions contained in or resulting from Article 31, and of the regulatory acts listed in Part I of Annex IV and shall take all necessary measures for their implementation. The penalties determined shall be effective, proportionate and dissuasive.</p>		<p>Not applicable</p>	
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Member States shall notify these provisions to the Commission no later than 29 April 2009 and shall notify any subsequent modifications thereof as soon as possible.

*Article 47*

**Assessment**

1. No later than 29 April 2011, Member States shall inform the Commission of the application of the type-approval procedures laid down in this Directive and, in particular, of the application of the multi-stage process. Where appropriate, the Commission shall propose the amendments deemed necessary to improve the type-approval process.

2. On the basis of the information supplied under paragraph 1, the Commission shall report to the European Parliament and the Council on the application of this Directive no later than 29 October 2011. If appropriate, the Commission may propose the postponement of the application



<p>to be formulated.</p> <p>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.</p> <p style="text-align: center;"><i>Article 49</i></p> <p style="text-align: center;"><b>Repeal</b></p> <p>Directive 70/156/EEC is repealed with effect from 29 April 2009, without prejudice to the obligations of the Member States relating to the time-limits for transposition into national law and application of the directives set out in Part B of Annex XX.</p> <p>References to the repealed Directive shall be construed as references to this Directive and shall be read in accordance with the correlation table set out in Annex XXI.</p> <p style="text-align: center;"><i>Article 50</i></p> <p style="text-align: center;"><b>Entry into force</b></p> <p>This Directive shall enter into force on the 20th day following its</p>		<p style="text-align: center;">Not applicable</p>	
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publication in the *Official Journal of the European Union*.

*Article 51*

**Addressees**

This Directive is addressed to the Member States.

Done at Brussels, 5 September 2007.

*For the European Parliament*

*The President*

H.-G. PÖTTERING

*For the Council*

*The President*

M. LOBO ANTUNES

Not applicable

		Not applicable	
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: <b>DIRECTIVE 2000/53/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 18 September 2000 on end-of life vehicles</b>
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant <b>LAW ON VEHICLE</b>
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant





<p>For the purposes of this Directive:</p> <p>1. 'vehicle' means any vehicle designated as category M1 or N1 defined in Annex IIA to Directive 70/156/EEC, and three wheel motor vehicles as defined in Directive 92/61/EEC, but excluding motor tricycles;</p> <p>2. 'end-of life vehicle' means a vehicle which is waste within the meaning of Article 1(a) of Directive 75/442/EEC;</p> <p>3. 'producer' means the vehicle manufacturer or the professional importer of a vehicle into a Member State;</p> <p>4. 'prevention' means measures aiming at the reduction of the quantity and the</p>	<p>1. The definitions of terms used in this law have the following meanings:</p> <p>1.1. "vehicle" means any motor vehicle or its trailer;</p> <p>1.49. 'end-of life vehicle' means a vehicle which is waste which the holder discards or intends or is required to discard.</p> <p>1.26. 'manufacturer' means the natural or legal person who is responsible to the authorized entity for approval for all aspects of the type approval or authorisation process and for ensuring conformity of production. It is not essential that the person or body be directly involved in all stages of the construction of the vehicle, system, component or separate technical unit which is the subject of the approval process;</p> <p>1.50. 'prevention' means measures</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>harmfulness for the environment of end-of life vehicles, their materials and substances;</p> <p>5. 'treatment' means any activity after the end-of life vehicle has been handed over to a facility for depollution, dismantling, shearing, shredding, recovery or preparation for disposal of the shredder wastes, and any other operation carried out for the recovery and/or disposal of the end-of life vehicle and its components;</p> <p>6. 'reuse' means any operation by which components of end-of life vehicles are used for the same purpose for which they were conceived;</p> <p>7. 'recycling' means the reprocessing in a production process of the waste materials for the original purpose or for other purposes but excluding energy recovery. Energy recovery means the use of combustible waste as a means to generate energy through direct incineration with or without other waste but with recovery of the heat;</p> <p>8. 'recovery' means any of the applicable operations provided for in Annex IIB to</p>	<p>aiming at the reduction of the quantity and the harmfulness for the environment of end-of life vehicles, their materials and substances</p>	<p>Fully compliant</p>	
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<p>Directive 75/442/EEC;</p> <p>9. 'disposal' means any of the applicable operations provided for in Annex IIA to Directive 75/442/EEC;</p> <p>10. 'economic operators' means producers, distributors, collectors, motor vehicle insurance companies, dismantlers, shredders, recoverers, recyclers and other treatment operators of end-of life vehicles, including their components and materials;</p> <p>11. 'hazardous substance' means any substance which is considered to be dangerous under Directive 67/548/EEC;</p> <p>12. 'shredder' means any device used for tearing into pieces or fragmenting end-of life vehicles, including for the purpose of obtaining directly reusable metal scrap;</p> <p>13. 'dismantling information' means all information required for the correct and environmentally sound treatment of end-of life vehicles. It shall be made available to authorised treatment facilities by vehicle manufacturers and component producers in the form of manuals or by means of electronic media (e.g. CD-ROM, on-line</p>			
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services)			
<p style="text-align: center;"><b>Article 3</b></p> <p style="text-align: center;"><b>Scope</b></p> <p>1. This Directive shall cover vehicles and end-of life vehicles, including their components and materials. Without prejudice to Article 5 (4), third subparagraph, this shall apply irrespective of how the vehicle has been serviced or repaired during use and irrespective of whether it is equipped with components supplied by the producer or with other components whose fitting as spare or replacement parts accords with the appropriate Community provisions or domestic provisions.</p> <p>2. This Directive shall apply without prejudice to existing Community legislation and relevant national legislation, in particular as regards safety standards, air emissions and noise controls and the protection of soil and water.</p> <p>3. Where a producer only makes or imports vehicles that are exempt from Directive 70/156/EEC by virtue of Article</p>	<p style="text-align: center;"><b>Article 116</b></p> <p style="text-align: center;"><b>End of life Vehicles</b></p> <p>1. End of life vehicles shall be destroyed and managed by the legal persons authorized by the responsible Ministry for environment</p> <p>2. Prevention, collection, reuse, recycling and recovery of end of life vehicles will be determined by sub legal act issued by relevant Ministry of Environment.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act, by the Ministry of Environment within a year after the entrance of this law into force</p>

<p>8(2)(a) thereof, Member States may exempt that producer and his vehicles from Articles 7(4), 8 and 9 of this Directive.</p> <p>4. Special-purpose vehicles as defined in the second indent of Article 4(1)(a) of Directive 70/156/EEC shall be excluded from the provisions of Article 7 of this Directive.</p> <p>5. For three-wheel motor vehicles only Articles 5(1), 5(2) and</p> <p>6 of this Directive shall apply</p>			
<p style="text-align: center;"><b>Article 4 Prevention</b></p> <p>1. In order to promote the prevention of waste Member States shall encourage, in particular:</p> <p>(a) vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in vehicles and to reduce them as far as possible from the conception of the vehicle onwards, so as in particular to prevent their release into the environment, make</p>	<p style="text-align: center;"><b>Article 117 Prevention</b></p> <p>1. In the prevention of waste of the vehicles out of use shall:</p> <p>1.1 Vehicle manufacturers, in liaison with material and equipment manufacturers, to limit the use of hazardous substances in vehicles and to reduce them as far as possible from the conception of the vehicle onwards, so as in particular to prevent their release into the environment make recycling easier, and avoid the need to</p>	<p>Fully compliant</p>	

<p>recycling easier, and avoid the need to dispose of hazardous waste;</p> <p>(b) the design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles, their components and materials;</p> <p>(c) vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.</p> <p>2. (a) Member States shall ensure that materials and components of vehicles put on the market after 1 July 2003 do not contain lead, mercury, cadmium or hexavalent chromium other than in cases listed in Annex II under the conditions specified therein;</p> <p>(b) in accordance with the procedure laid down in Article 11 the Commission shall on a regular basis, according to technical</p>	<p>dispose of hazardous waste.</p> <p>1.2. the design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles, their components and materials</p> <p>1.3. vehicle manufacturers, in liaison with material and equipment manufacturers, to integrate an increasing quantity of recycled material in vehicles and other products, in order to develop the markets for recycled materials.</p> <p>1.4. ensure that materials and components of vehicles put on the market do not contain lead, mercury, cadmium or hexavalent chromium besides determined cases.</p>		
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<p>and scientific progress, amend Annex II, in order to: (i) as necessary, establish maximum concentration values up to which the existence of the substances referred to in subparagraph (a) in specific materials and components of vehicles shall be tolerated;</p> <p>(ii) exempt certain materials and components of vehicles from the provisions of subparagraph (a) if the use of these substances is unavoidable;</p> <p>(iii) delete materials and components of vehicles from Annex II if the use of these substances is avoidable; 2000L0053 — EN — 01.07.2005 — 004.001 — 6 ▼B (iv) under points (i) and (ii) designate those materials and components of vehicles that can be stripped before further treatment; they shall be labelled or made identifiable by other appropriate means;</p> <p>(c) the Commission shall amend Annex II for the first time not later than 21 October 2001. In any case none of the exemptions listed therein shall be deleted from the Annex before 1 January 2003.</p>			
<p align="center"><b>Article 5</b></p>	<p align="center"><b>Article 119</b></p>		



Collection	Treatment		
<p>1. Member States shall take the necessary measures to ensure: — that economic operators set up systems for the collection of all end-of life vehicles and, as far as technically feasible, of waste used parts removed when passenger cars are repaired, — the adequate availability of collection facilities within their territory</p> <p>2. Member States shall also take the necessary measures to ensure that all end-of life vehicles are transferred to authorised treatment facilities.</p>	<p>All end-of life vehicles are stored (even temporarily) and treated in accordance with the general requirements defined with the European Directive as well as in accordance with the minimum technical requirements which will be transposed in national legislation</p>	Fully compliant	
<p>3. Member States shall set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of the end-of life vehicle. This certificate shall be issued to the holder and/or owner when the end-of life vehicle is transferred to a treatment facility. Treatment facilities, which have obtained a permit in accordance with Article 6, shall be permitted to issue a certificate of destruction. Member States may permit producers, dealers and collectors on behalf of an authorised treatment facility to issue certificates of destruction provided that they guarantee</p>	<p style="text-align: center;"><b>Article 120</b></p> <p style="text-align: center;"><b>Certificate of destruction end-of life vehicles</b></p> <p>Authorized legal person shall set up a system according to which the presentation of a certificate of destruction is a condition for deregistration of the end-of life vehicle. This certificate shall be issued to the owner when the end-of life vehicle is transferred to a treatment facility, which are authorized to issue the destruction certificate as well as to inform the competent body</p>	Fully compliant	

<p>that the end-of life vehicle is transferred to an authorised treatment facility and provided that they are registered with public authorities. Issuing the certificate of destruction by treatment facilities or dealers or collectors on behalf of an authorised treatment facility does not entitle them to claim any financial reimbursement, except in cases where this has been explicitly arranged by Member States. Member States which do not have a deregistration system at the date of entry into force of this Directive shall set up a system according to which a certificate of destruction is notified to the relevant competent authority when the end-of life vehicle is transferred to a treatment facility and shall otherwise comply with the terms of this paragraph. Member States making use of this subparagraph shall inform the Commission of the reasons thereof</p> <p>4. Member States shall take the necessary measures to ensure that the delivery of the vehicle to an authorised treatment facility in accordance with paragraph 3 occurs without any cost for the last holder and/or owner as a result of the</p>			
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<p>vehicle's having no or a negative market value. Member States shall take the necessary measures to ensure that producers meet all, or a significant part of, the costs of the implementation of this measure and/or take back end-of life vehicles under the same conditions as referred to in the first subparagraph. Member States may provide that the delivery of end-of life vehicles is not fully free of charge if the end-of life vehicle does not contain the essential components of a vehicle, in particular the engine and the coachwork, or contains waste which has been added to the end-of life vehicle. The Commission shall regularly monitor the implementation of the first subparagraph to ensure that it does not result in market distortions, and if necessary shall propose to the European Parliament and the Council an amendment thereto.</p> <p>5. Member States shall take the necessary measures to ensure that competent authorities mutually recognise and accept the certificates of destruction issued in other Member States in accordance with paragraph 3. To this end, the</p>			
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<p>Commission shall draw up, not later than 21 October 2001 the minimum requirements for the certificate of destruction.</p>			
<p style="text-align: center;"><b>Article 6</b></p> <p style="text-align: center;"><b>Treatment</b></p> <p>1. Member States shall take the necessary measures to ensure that all end-of life vehicles are stored (even temporarily) and treated in accordance with the general requirements laid down in Article 4 of Directive 75/442/EEC, and in compliance with the minimum technical requirements set out in Annex I to this Directive, without prejudice to national regulations on health and environment</p> <p>2. Member States shall take the necessary measures to ensure that any establishment or undertaking carrying out treatment operations obtains a permit from or be registered with the competent authorities, in compliance with Articles 9, 10 and 11 of Directive 75/442/EEC.</p>	<p style="text-align: center;"><b>Article 119</b></p> <p style="text-align: center;"><b>Treatment</b></p> <p>All end-of life vehicles are stored (even temporarily) and treated in accordance with the general requirements defined with the european directive as well as in accordance with the minimum technical requirements which will be transposed in national legislation</p> <p style="text-align: center;"><b>Article 116</b></p> <p style="text-align: center;"><b>End of life Vehicle</b></p> <p>1. End of life vehicles shall be destroyed and managed by the legal persons authorized by the responsible Ministry for environment</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	



<p>any adverse impact on the environment. Components or materials labelled or otherwise made identifiable in accordance with Article 4(2) shall be stripped before further treatment;</p> <p>(b) hazardous materials and components shall be removed and segregated in a selective way so as not to contaminate subsequent shredder waste from end-of life vehicles;</p> <p>(c) stripping operations and storage shall be carried out in such a way as to ensure the suitability of vehicle components for reuse and recovery, and in particular for recycling.</p> <p>Treatment operations for depollution of end-of life vehicles as referred to in Annex I(3) shall be carried out as soon as possible.</p> <p>4. Member States shall take the necessary measures to ensure that the permit or registration referred to in paragraph 2 includes all conditions necessary for compliance with the requirements of paragraphs 1, 2 and 3.</p> <p>5. Member States shall encourage establishments or undertakings, which carry out treatment operations to introduce,</p>			
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<p>% for reuse and recovery and not lower than 70 % for reuse and recycling. Member States making use of this subparagraph shall inform the Commission and the other Member States of the reasons therefor;</p> <p>(b) no later than 1 January 2015, for all end-of life vehicles, the reuse and recovery shall be increased to a minimum of 95 % by an average weight per vehicle and year. Within the same time limit, the re-use and recycling shall be increased to a minimum of 85 % by an average weight per vehicle and year.</p> <p>By 31 December 2005 at the latest the European Parliament and the Council shall re-examine the targets referred to in paragraph (b) on the basis of a report of the Commission, accompanied by a proposal. In its report the Commission shall take into account the development of the material composition of vehicles and any other relevant environmental aspects related to vehicles.</p> <p>The Commission shall, in accordance with the procedure laid down in Article 11, establish the detailed rules necessary to control compliance of Member States with the targets set out in this paragraph. In doing so the Commission shall take into account all relevant factors, inter alia the</p>		<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>	
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<p>availability of data and the issue of exports and imports of end-of life vehicles. The Commission shall take this measure not later than 21 October 2002.</p> <p>3. On the basis of a proposal from the Commission, the European Parliament and the Council shall establish targets for reuse and recovery and for reuse and recycling for the years beyond 2015.</p> <p>4. In order to prepare an amendment to Directive 70/156/EEC, the Commission shall promote the preparation of European standards relating to the dismantlability, recoverability and recyclability of vehicles. Once the standards are agreed, but in any case no later than by the end of 2001, the European Parliament and the Council, on the basis of a proposal from the Commission, shall amend Directive 70/156/EEC so that vehicles type-approved in accordance with that Directive and put on the market after three years after the amendment of the Directive 70/156/EEC are re-usable and/or recyclable to a minimum of 85 % by weight per vehicle and are re-usable and/or recoverable to a minimum of 95 % by weight per vehicle.</p> <p>5. In proposing the amendment to Directive 70/156/EEC relating to the</p>		<p>Not applicable</p> <p>Not applicable</p>	
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<p>ability to be dismantled, recoverability and recyclability of vehicles, the Commission shall take into account as appropriate the need to ensure that the reuse of components does not give rise to safety or environmental hazards.</p>		<p>Not applicable</p>	
<p style="text-align: center;"><b>Article 8</b> <b>Coding standards/dismantling information</b></p> <p>1. Not later than 21 October 2001 the Commission shall, in accordance with the procedure laid down in Article 11, in concert with material and equipment manufacturers, use component and material coding standards, in particular to facilitate the identification of those components and materials which are suitable for reuse and recovery. 2000L0053 — EN — 01.07.2005 — 004.001 — 9 ▼B</p> <p>2. Not later than 21 October 2001 the Commission shall, in accordance with the procedure laid down in Article 11 establish the standards referred to in paragraph 1 of this Article. In so doing, the Commission shall take account of the work going on in this area in the relevant international forums and contribute to this work as appropriate.</p>	<p style="text-align: center;"><b>Article 117</b> <b>Prevention</b></p> <p>1. The design and production of new vehicles which take into full account and facilitate the dismantling, reuse and recovery, in particular the recycling, of end-of life vehicles, their components and materials.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>3. Member States shall take the necessary measures to ensure that producers provide dismantling information for each type of new vehicle put on the market within six months after the vehicle is put on the market. This information shall identify, as far as it is needed by treatment facilities in order to comply with the provisions of this Directive, the different vehicle components and materials, and the location of all hazardous substances in the vehicles, in particular with a view to the achievement of the objectives set out in Article 7.</p>			
<p>4. Without prejudice to commercial and industrial confidentiality, Member States shall take the necessary measures to ensure that manufacturers of components used in vehicles make available to authorised treatment facilities, as far as it is requested by these facilities, appropriate information concerning dismantling, storage and testing of components which can be reused</p>			
<p style="text-align: center;"><b>Article 9</b></p> <p style="text-align: center;"><b>Reporting and information</b></p> <p>1. At three-year intervals Member States shall send a report to the Commission on the implementation of this Directive. The report shall be drawn up on the basis of a questionnaire or outline drafted by the</p>		<p style="text-align: center;">Not applicable</p>	

<p>Commission in accordance with the procedure laid down in Article 6 of Directive 91/692/EEC (1 ) with a view to establishing databases on endof life vehicles and their treatment. The report shall contain relevant information on possible changes in the structure of motor vehicle dealing and of the collection, dismantling, shredding, recovery and recycling industries, leading to any changes in the competition between or between and outside the Community.</p> <p>The Commission shall submit a preliminary outline shall be sent to the Member States six months before the start of the period covered by the report. The report shall be made to the Commission within nine months of the end of the three-year period covered by it. The first report shall cover the period of three years from 21 April 2002. Based on the above information, the Commission shall publish a report on the implementation of this Directive within nine months of receiving the reports from the Member States</p> <p>2. Member States shall require in each case the relevant economic operators to publish information on:</p> <p>— the design of vehicles and their</p>			
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<p>components with a view to their recoverability and recyclability,</p> <p>— the environmentally sound treatment of end-of life vehicles, in particular the removal of all fluids and dismantling, — the development and optimisation of ways to reuse, recycle and recover end-of life vehicles and their components,</p> <p>— the progress achieved with regard to the measures for recycling to reduce the waste generated and to increase the recycling rate.</p> <p>The producer must make this information accessible to the prospective buyers of vehicles. It shall be included in promotional literature used in the marketing of the new vehicle.</p>			
<p style="text-align: center;"><b>Article 10</b></p> <p style="text-align: center;"><b>Implementation</b></p> <p>1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 21 April 2002. They shall immediately inform the Commission thereof.</p> <p>When Member States adopt these</p>		<p style="text-align: center;">Not applicable</p>	

<p>measures, these shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by Member States</p> <p>2. Member States shall communicate to the Commission the text of the main provisions of domestic law, which they adopt in the field governed by this Directive.</p> <p>Member States shall also communicate to the Commission the provisions set out in Articles 4(1), 5 (1), 7(1), 8(1), 8(3) and 9(2) and specify the detailed rules of implementation of Article 5(4) by means of agreements between the competent authorities and the economic sectors concerned. Such agreements shall meet the following requirements</p> <ul style="list-style-type: none"> <li>(a) agreements shall be enforceable;</li> <li>(b) agreements need to specify objectives with the corresponding deadlines;</li> <li>(c) agreements shall be published in the national official journal or an official document equally accessible to the public and transmitted to the Commission;</li> </ul>			
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<p>(d) the results achieved under an agreement shall be monitored regularly, reported to the competent authorities and to the Commission and made available to the public under the conditions set out in the agreement;</p> <p>(e) the competent authorities shall make provisions to examine the progress reached under an agreement;</p> <p>(f) in the event of non-compliance with an agreement, the competent authorities shall take effective legal or administrative measures.</p>			
<p style="text-align: center;"><b>Article 11</b></p> <p style="text-align: center;"><b>Committee procedure</b></p> <p>1. The Commission shall be assisted by the committee established by Article 18 of Directive 75/442/EEC, hereinafter referred to as 'the Committee'.</p> <p>2. Where reference is made to this Article, Articles 5 and 7 of Decision 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof. The period laid down in Article 5(6) of Decision 1999/468/EC</p>		<p>Not applicable</p>	

<p>shall be set at three months.</p> <p>3. The Committee shall adopt its rules of procedure.</p> <p>4. The Commission, according to the procedure laid down in this Article, shall adopt:</p> <p>(a) the minimum requirements, as referred to in Article 5(5), for the certificate of destruction;</p> <p>(b) the rules referred to in Article 5(5) for the destruction of the vehicle;</p> <p>(c) the rules referred to in Article 9;</p> <p>(d) the amendments necessary for adapting the Annexes to this Directive to scientific and technical progress</p>			
<p style="text-align: center;"><b>Article 12</b></p> <p style="text-align: center;"><b>Entry into force</b></p> <p>1. This Directive shall enter into force on the day of its publication in the Official Journal of the European Communities. 2. Article 5(4) shall apply: — as from 1 July 2002 for vehicles put on the market as from this date, — as from 1 January 2007 for vehicles put on the market before the</p>		<p style="text-align: center;">Not applicable</p>	



date referred to in the first indent. 2000L0053 — EN — 01.07.2005 — 004.001 — 11 ▼B 3. Member States may apply Article 5(4) in advance of the dates set out in paragraph 2.			
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant DRAFT LAW ON VEHICLE
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

European Union – Republic of Kosovo

a)	b)	c)	d)
EU normative act (Article, paragraph, sub-paragraph, etc.)	Provisions of normative act of Kosovo (Article, paragraph, sub- paragraph, etc.)	Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non- compliant or not applicable)	Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance
DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU			
<p style="text-align: center;"><i>Article 1</i></p> <p style="text-align: center;"><b>Subject matter</b></p> <p>In order to improve road safety and the environment, this Directive establishes minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles circulating</p>	<p style="text-align: center;"><b>Article 102</b></p> <p style="text-align: center;"><b>Mobile technical inspection</b></p> <p>1. In order to improve road safety and the environment, determines minimum requirements for a regime of technical roadside inspections of the road worthiness of</p>	Fully compliant	

<p>within the territory of the Member States.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>This Directive shall apply to commercial vehicles with a design speed exceeding 25 km/h of the following categories, as defined in Directive 2003/37/EC of the European Parliament and of the Council <sup>(12)</sup> and Directive 2007/46/EC:</p> <p>(a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position — vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p>	<p>commercial vehicles and other vehicles as well.</p> <p style="text-align: center;"><b>Article 103</b></p> <p style="text-align: center;"><b>Applicability</b></p> <p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p> <p>1.2. motor vehicles designed and constructed primarily for the carriage of persons and their luggage— vehicle categories M1, M2 and M3;</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	<p>Law on Vehicle apply to all vehicles (all vehicles shall undergo the mobile technical inspection) not just commercial vehicles</p>
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<p>(b) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes — vehicle categories N<sub>2</sub> and N<sub>3</sub>;</p> <p>(c) trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>(d) wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.</p> <p>2. This Directive does not affect the right of Member States to carry out technical roadside inspections</p>	<p>1.2. motor vehicles designed and constructed primarily for the carriage of goods vehicle categories N1, N2 and N3;</p> <p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O3 and O4;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h. ;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(2) 'motor vehicle' means any power-driven vehicle on wheels which is moved by its own means with a maximum design speed exceeding 25 km/h;</p> <p>(3) 'trailer' means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;</p> <p>(4) 'semi-trailer' means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and the mass of its load is borne by the motor vehicle;</p> <p>(5) 'cargo' means all goods that would normally be placed in or on the part of the vehicle</p>	<p>1.2. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h.</p>	<p>Fully compliant</p>	
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<p>designed to carry a load and that are not permanently fixed to the vehicle, including objects within load carriers such as crates, swap bodies or containers on vehicles;</p> <p>(6) 'commercial vehicle' means a motor vehicle and its trailer or semi-trailer used primarily for the transport of goods or passengers for commercial purposes, such as transport for hire and reward or own-account transport, or for other professional purposes;</p> <p>(7) 'vehicle registered in a Member State' means a vehicle which is registered or put into service in a Member State;</p> <p>(8) 'holder of a registration</p>	<p>1.41. "registration": shall mean 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;</p>	<p>Fully compliant</p>	
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<p>certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>(9) 'undertaking' means an undertaking as defined in point 4 of Article 2 of Regulation (EC) No 1071/2009;</p>	<p>1.43. 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered,</p>	<p>Fully compliant</p>	
<p>(10) 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of a commercial vehicle carried out by the competent authorities of a Member State or under their direct supervision;</p>	<p>1.46. 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of the vehicle carried out by the mobile technical inspection under the direct supervision of the Ministry responsible for transport,</p>	<p>Fully compliant</p>	
<p>(11) 'public road' means a road that is of general public utility, such as a local, regional or national road,</p>			

<p>highway, expressway or motorway;</p> <p>(12) 'roadworthiness test' means an inspection in accordance with point (9) of Article 3 of Directive 2014/45/EU;</p> <p>(13) 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>(14) 'competent authority' means an authority or public body entrusted by a Member State with responsibility for managing the system of technical roadside inspections, including, where appropriate, the carrying-out of such inspections;</p>	<p>1.37. 'roadworthiness test' means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>1.38. 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>1.12. 'the entity authorized for type approval' means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(15) 'inspector' means a person authorised by a Member State or by its competent authority to carry out initial and/or more detailed technical roadside inspections;</p> <p>(16) 'deficiencies' mean technical defects and other instances of non-compliance found during a technical roadside inspection;</p> <p>(17) 'concerted roadside inspection' means a technical roadside inspection undertaken jointly by the competent authorities of two or more Member States;</p>	<p>procedure of identification and evaluation of technical condition of the vehicle;</p> <p>1.48. 'inspector' means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p> <p>1.40. 'deficiencies' means technical defects and other instances of non-compliance found during a roadworthiness test;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(18) 'operator' means a natural or legal person operating the vehicle as its owner or authorised to operate the vehicle by its owner;</p> <p>(19) 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>1.47. 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>Fully compliant</p>	
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<p>(20) 'designated roadside inspection facility' means a fixed area for the performance of initial and/or more detailed technical roadside inspections which may also be equipped with permanently installed test equipment.</p>			
<p><i>Article 4</i></p> <p><b>Roadside inspection system</b></p> <p>The technical roadside inspection system shall include initial technical roadside inspections as referred to in Article 10(1) and more detailed technical roadside inspections as referred to in Article 10(2).</p>	<p><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, the authorized officers may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the</p>	<p>fully compliant</p>	

	<p>vehicle presents a risk to road safety or to the environment.</p> <p>2. The Ministry by special act shall determine the procedures for initial technical roadside inspection.</p>		
<p><i>Article 5</i></p> <p><b>Percentage of vehicles to be inspected</b></p> <p>1. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States.</p> <p>2. Each Member State shall make efforts to carry out an appropriate number of initial technical roadside</p>	<p><b>Article 114</b></p> <p><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.3. Percentage of vehicles to be inspected;</p>	Partially compliant	Shall be regulated by sub-legal act within a year after the entrance of this law into force

<p>inspections, proportionate to the total number of such vehicles that are registered in its territory.</p> <p>3. Information on vehicles inspected shall be communicated to the Commission in accordance with Article 20(1).</p> <p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><b>Risk rating system</b></p> <p>For vehicles referred to in points (a), (b) and (c) of Article 2(1), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC. For the attribution of a risk profile to an undertaking, Member States may</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.4. Risk rating system;</p>	<p style="text-align: center;">Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>use the criteria set out in Annex I. That information shall be used to check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.</p> <p>For the purpose of implementing the first subparagraph, the Member State of registration shall use the information received from other Member States pursuant to Article 18(1).</p> <p>Member States may allow additional voluntary roadworthiness tests. Information on compliance with roadworthiness requirements obtained from voluntary tests may be taken into account in order to improve the risk profile of an undertaking.</p>			



<p style="text-align: center;"><i>Article 7</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>1. Member States shall require that the roadworthiness certificate corresponding to the most recent periodic roadworthiness test or a copy thereof or, in the case of an electronically produced roadworthiness certificate, a certified or original printout of that certificate, and the report of the most recent technical roadside inspection, be kept on board the vehicle when they are available. Member States may allow their authorities to accept electronic evidence of such inspections when information in that regard is accessible.</p> <p>2. Member States shall require undertakings and drivers of a vehicle subject to a technical roadside inspection to cooperate with the inspectors and to provide access to the vehicle, its parts and</p>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>	<p>Fully compliant</p>	
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<p>all relevant documentation for the purposes of the inspection.</p> <p>3. Member States shall ensure that the responsibilities of undertakings for keeping their vehicles in a safe and roadworthy condition are defined, without prejudice to the responsibilities of the drivers of those vehicles.</p>			
<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. When carrying out a technical roadside inspection, the inspector shall be free from any conflict of interest that could have any influence on the impartiality and</p>	<p style="text-align: center;"><b>Article 104</b></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p>	<p>Fully compliant</p>	

<p>objectivity of his decision.</p> <p>3. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>4. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down in Article 13 and in Annex IV to Directive 2014/45/EU. Member States may provide that inspectors carrying out inspections in designated roadside inspection facilities or using mobile inspection units are to fulfil those requirements or equivalent requirements approved by the competent authority.</p>	<p>2. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>3. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down Directive EU transposing in our legislation by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	

<p style="text-align: center;"><i>Article 9</i></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p style="text-align: center;"><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><i>Article 10</i></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Member States shall ensure</p>	<p style="text-align: center;"><b>Article 106</b></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Ministry shall ensure that vehicles selected in accordance with Article</p>	<p>Fully compliant</p>	

<p>that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.</p> <p>In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</p>	<p>103 are subject to an initial technical roadside inspection.</p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board,</p> <p>2.2. shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p> <p>2.4. may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside</p>	<p>Fully compliant</p>	
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<p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p> <p>2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>inspection, or require that the deficiencies be corrected immediately if such a thing is possible.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified</p> <p>4. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>3. A more detailed technical roadside inspection shall cover those items listed in Annex II that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p style="text-align: center;"><b>Article 107</b></p> <p style="text-align: center;"><b>Detailed technical roadside inspections</b></p> <p>A more detailed technical roadside inspection shall cover those items listed that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p>Fully compliant</p>	
<p>4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.</p>	<p style="text-align: center;"><b>Article 108</b></p> <p style="text-align: center;"><b>Roadworthiness Certificate</b></p> <p>The content of the list of vehicles that should be subject to testing will be determined by sub-legal act by the Ministry.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>





<p>detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required. Where mobile inspection units or designated roadside inspection facilities do not include the equipment required to check an item indicated in an initial inspection, the vehicle shall be directed to a testing center or facility where a detailed check of that item can be performed.</p>	<p>including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required.</p>		
<p style="text-align: center;"><i>Article 12</i></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>1. For each item to be inspected, Annex II provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections.</p>	<p style="text-align: center;"><b>Article 111</b></p> <p style="text-align: center;"><b>The content of the list</b></p> <p>For each item to be inspected, provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections. The content of the list will be determined by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	

<p>2. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>(a) minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>(b) major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>(c) dangerous deficiencies</p>	<p style="text-align: center;"><b>Article 112</b></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>1. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>1.1. minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances</p>	<p>Fully compliant</p>	
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<p>constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 2 shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection referred to in point 1 of Annex II may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p style="text-align: center;"><b>Article 113</b></p> <p><b>Vehicle with more deficiencies</b></p> <p>A vehicle having deficiencies falling into more than one of the deficiency groups referred to in Article 110 of this Law ,shall be classified in the group corresponding to the more serious deficiency.A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection as defined by sub-legal act of the Ministry, may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>Fully compliant</p>	
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<p style="text-align: center;"><i>Article 13</i></p> <p style="text-align: center;"><b>Inspection of cargo securing</b></p> <p>1. During a roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks may be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <ul style="list-style-type: none"> <li>— loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle, and</li> <li>— loads cannot leave the cargo</li> </ul>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p>	<p>Fully compliant</p>	
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<p>space or move outside the loading surface.</p> <p>2. Without prejudice to the requirements applicable to transport of certain categories of goods, such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)<sup>(13)</sup>, cargo securing and inspection of the securing of cargo may be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III. The latest version of the standards laid down in point 5 of Section I of Annex III may be used.</p> <p>3. The follow-up procedures referred to in Article 14 may also apply in the case of major or dangerous deficiencies related to cargo securing.</p> <p>4. Member States shall provide that personnel involved in cargo</p>			
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<p>securing checks are to be appropriately trained for that purpose.</p>			
<p style="text-align: center;"><i>Article 14</i></p> <p><b>Follow-up in the case of major or dangerous deficiencies</b></p> <p>1. Without prejudice to Article 14(3), Member States shall provide that any major or dangerous deficiency revealed by an initial or more detailed inspection is to be rectified before the vehicle is further used on public roads.</p> <p>2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority may request the competent authority of that other</p>	<p style="text-align: center;"><b>Article 112</b></p> <p><b>Assessment of deficiencies</b></p> <p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>4. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the natural or legal person shall be fined from two hundred and fifty (250) €. In this case the registration tables of the vehicle shall be</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States may decide to inform the competent authority of the country of registration of the vehicle.</p> <p>3. In the case of any deficiencies which require prompt or immediate rectification due to any direct and immediate risk to road safety, the Member State or the competent authority concerned shall provide that the use of the vehicle in question is to be restricted or prohibited until those deficiencies have been rectified. The use of such a vehicle may be permitted in order to enable it to reach one of the closest workshops where those deficiencies can be rectified, on condition that the dangerous</p>	<p>confiscated as well as the removal of that vehicle from traffic until the delivery of the evidence on the elimination of deficiencies identified.</p>		
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<p>deficiencies in question have been fixed in such a way as to allow it to reach that workshop and that there is no immediate risk to the safety of its occupants or other road users. In the case of deficiencies that do not require immediate rectification, the Member State or the competent authority concerned may decide on the conditions and a reasonable timespan under which the vehicle may be used before the deficiencies are rectified.</p> <p>Where the vehicle cannot be fixed in such a way to allow it to reach the workshop, the vehicle may be brought to an available location where it can be repaired.</p>			
<p><i>Article 15</i></p> <p><b>Inspection fees</b></p> <p>Where deficiencies have been found following a more detailed inspection, Member States may require the payment of a</p>	<p><b>Article 109</b></p> <p><b>Inspection facilities</b></p> <p>2. The mobile technical inspection service on the road is compensated by the ministry in charge for transport.</p>	<p>Partially compliant</p>	<p>Law on Vehicle has defined that the relevant Ministry shall cover the expenses when carrying out mobile technical inspection</p>



<p>reasonable and proportionate fee that should be linked to the cost of carrying out that inspection.</p>			
<p style="text-align: center;"><i>Article 16</i></p> <p><b>Inspection report and databases on technical roadside inspections</b></p> <p>1. For each initial technical roadside inspection carried out, the following information shall be communicated to the competent authority:</p> <p>(a) country of registration of the vehicle;</p> <p>(b) category of the vehicle;</p> <p>(c) outcome of the initial technical roadside inspection.</p> <p>2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV.</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>Classification of vehicle categories;</p> <p>Roadside inspection system; Percentage of vehicles to be inspected;</p> <p>Risk rating system; Responsibilities; Assessment of deficiencies; Cargo insurance control;</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member States shall ensure that the driver of the vehicle is provided with a copy of the inspection report.</p> <p>3. The inspector shall communicate to the competent authority the results of the more detailed technical roadside inspection within a reasonable time following that inspection. The competent authority shall keep that information in accordance with the applicable legislation on data protection for not less than 36 months from the date of its receipt.</p>	<p>Follow-up in the case of major or dangerous deficiencies;</p> <p>Inspection fees;</p> <p>Report of Inspection and data base of the technical roadside inspections;</p> <p>Penalties.</p>		
<p style="text-align: center;"><i>Article 17</i></p> <p><b>Designation of a contact point</b></p> <p>1. Member States shall designate a contact point which shall:</p> <p>— ensure coordination with contact points designated by other Member States as regards actions taken under Article 18;</p>		<p>Not applicable</p>	

<p>— forward the data referred to in Article 20 to the Commission;</p> <p>— ensure, where appropriate, any other exchange of information with, and the provision of assistance to, the contact points of other Member States.</p> <p>2. Member States shall forward to the Commission the names and contact details of their national contact point by 20 May 2015, 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.</p>			
<p><i>Article 18</i></p> <p><b>Cooperation between Member States</b></p>		<p>Not applicable</p>	

<p>1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use of the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated preferably through the national electronic register referred to in Article 16 of Regulation (EC) No 1071/2009. The Commission shall adopt detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration in accordance with the examination procedure referred to in Article 23(2).</p>			
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<p>2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected may request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.</p>			
<p><i>Article 19</i></p> <p><b>Concerted technical roadside inspections</b></p> <p>On a yearly basis, Member States shall regularly undertake concerted roadside inspection activities. Member States may combine those activities with those provided for by Article 5 of Directive</p>		<p>Not applicable</p>	

2006/22/EC.			



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant DRAFT LAW ON VEHICLE
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

**European Union – Republic of Kosovo**

a)	b)	c)	d)
EU normative act (Article, paragraph, sub-paragraph, etc.)	Provisions of normative act of Kosovo (Article, paragraph, sub- paragraph, etc.)	Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non- compliant or not applicable)	Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance
DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU			
<p style="text-align: center;"><i>Article 1</i></p> <p style="text-align: center;"><b>Subject matter</b></p> In order to improve road safety and the environment, this Directive establishes minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles circulating	<p style="text-align: center;"><b>Article 102</b></p> <p style="text-align: center;"><b>Mobile technical inspection</b></p> 1. In order to improve road safety and the environment, determines minimum requirements for a regime of technical roadside inspections of the road worthiness of	Fully compliant	



<p>within the territory of the Member States.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>This Directive shall apply to commercial vehicles with a design speed exceeding 25 km/h of the following categories, as defined in Directive 2003/37/EC of the European Parliament and of the Council (12) and Directive 2007/46/EC:</p> <p>(a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position — vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p>	<p>commercial vehicles and other vehicles as well.</p> <p style="text-align: center;"><b>Article 103</b></p> <p style="text-align: center;"><b>Applicability</b></p> <p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p> <p>1.2. motor vehicles designed and constructed primarily for the carriage of persons and their luggage— vehicle categories M1, M2 and M3;</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	<p style="text-align: center;">Law on Vehicle apply to all vehicles (all vehicles shall undergo the mobile technical inspection) not just commercial vehicles</p>
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<p>(b) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes — vehicle categories N<sub>2</sub> and N<sub>3</sub>;</p> <p>(c) trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>(d) wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.</p>	<p>1.2. motor vehicles designed and constructed primarily for the carriage of goods vehicle categories N<sub>1</sub>, N<sub>2</sub> and N<sub>3</sub>;</p> <p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h. ;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
<p>2. This Directive does not affect the right of Member States to carry out technical roadside inspections</p>			



<p>(2) 'motor vehicle' means any power-driven vehicle on wheels which is moved by its own means with a maximum design speed exceeding 25 km/h;</p> <p>(3) 'trailer' means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;</p> <p>(4) 'semi-trailer' means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and the mass of its load is borne by the motor vehicle;</p> <p>(5) 'cargo' means all goods that would normally be placed in or on the part of the vehicle</p>	<p>1.2. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h.</p>	<p>Fully compliant</p>	
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<p>designed to carry a load and that are not permanently fixed to the vehicle, including objects within load carriers such as crates, swap bodies or containers on vehicles;</p> <p>(6) 'commercial vehicle' means a motor vehicle and its trailer or semi-trailer used primarily for the transport of goods or passengers for commercial purposes, such as transport for hire and reward or own-account transport, or for other professional purposes;</p> <p>(7) 'vehicle registered in a Member State' means a vehicle which is registered or put into service in a Member State;</p> <p>(8) 'holder of a registration</p>	<p>1.41. "registration": shall mean 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;</p>	<p>Fully compliant</p>	
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<p>certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>(9) 'undertaking' means an undertaking as defined in point 4 of Article 2 of Regulation (EC) No 1071/2009;</p> <p>(10) 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of a commercial vehicle carried out by the competent authorities of a Member State or under their direct supervision;</p> <p>(11) 'public road' means a road that is of general public utility, such as a local, regional or national road,</p>	<p>1.43. 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered,</p> <p>1.46. 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of the vehicle carried out by the mobile technical inspection under the direct supervision of the Ministry responsible for transport,</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>highway, expressway or motorway;</p> <p>(12) 'roadworthiness test' means an inspection in accordance with point (9) of Article 3 of Directive 2014/45/EU;</p> <p>(13) 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>(14) 'competent authority' means an authority or public body entrusted by a Member State with responsibility for managing the system of technical roadside inspections, including, where appropriate, the carrying-out of such inspections;</p>	<p>1.37. 'roadworthiness test' means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>1.38. 'roadworthiness certificate' means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>1.12. 'the entity authorized for type approval' means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(15) 'inspector' means a person authorised by a Member State or by its competent authority to carry out initial and/or more detailed technical roadside inspections;</p> <p>(16) 'deficiencies' mean technical defects and other instances of non-compliance found during a technical roadside inspection;</p> <p>(17) 'concerted roadside inspection' means a technical roadside inspection undertaken jointly by the competent authorities of two or more Member States;</p>	<p>procedure of identification and evaluation of technical condition of the vehicle;</p> <p>1.48. 'inspector' means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p> <p>1.40. 'deficiencies' means technical defects and other instances of non-compliance found during a roadworthiness test;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(18) 'operator' means a natural or legal person operating the vehicle as its owner or authorised to operate the vehicle by its owner;</p> <p>(19) 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>1.47. 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>Fully compliant</p>	
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<p>(20) 'designated roadside inspection facility' means a fixed area for the performance of initial and/or more detailed technical roadside inspections which may also be equipped with permanently installed test equipment.</p>			
<p style="text-align: center;"><i>Article 4</i></p> <p><b>Roadside inspection system</b></p> <p>The technical roadside inspection system shall include initial technical roadside inspections as referred to in Article 10(1) and more detailed technical roadside inspections as referred to in Article 10(2).</p>	<p style="text-align: center;"><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, the authorized officers may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the</p>	<p style="text-align: center;">fully compliant</p>	

	<p>vehicle presents a risk to road safety or to the environment.</p> <p>2. The Ministry by special act shall determine the procedures for initial technical roadside inspection.</p>		
<p><i>Article 5</i></p> <p><b>Percentage of vehicles to be inspected</b></p> <p>1. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States.</p> <p>2. Each Member State shall make efforts to carry out an appropriate number of initial technical roadside</p>	<p><b>Article 114</b></p> <p><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.3. Percentage of vehicles to be inspected;</p>	Partially compliant	Shall be regulated by sub-legal act within a year after the entrance of this law into force

<p>inspections, proportionate to the total number of such vehicles that are registered in its territory.</p> <p>3. Information on vehicles inspected shall be communicated to the Commission in accordance with Article 20(1).</p> <p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><b>Risk rating system</b></p> <p>For vehicles referred to in points (a), (b) and (c) of Article 2(1), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC. For the attribution of a risk profile to an undertaking, Member States may</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.4. Risk rating system;</p>	<p style="text-align: center;">Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>use the criteria set out in Annex I. That information shall be used to check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.</p> <p>For the purpose of implementing the first subparagraph, the Member State of registration shall use the information received from other Member States pursuant to Article 18(1).</p> <p>Member States may allow additional voluntary roadworthiness tests. Information on compliance with roadworthiness requirements obtained from voluntary tests may be taken into account in order to improve the risk profile of an undertaking.</p>			

<p style="text-align: center;"><i>Article 7</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>1. Member States shall require that the roadworthiness certificate corresponding to the most recent periodic roadworthiness test or a copy thereof or, in the case of an electronically produced roadworthiness certificate, a certified or original printout of that certificate, and the report of the most recent technical roadside inspection, be kept on board the vehicle when they are available. Member States may allow their authorities to accept electronic evidence of such inspections when information in that regard is accessible.</p> <p>2. Member States shall require undertakings and drivers of a vehicle subject to a technical roadside inspection to cooperate with the inspectors and to provide access to the vehicle, its parts and</p>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>	<p>Fully compliant</p>	
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<p>all relevant documentation for the purposes of the inspection.</p> <p>3. Member States shall ensure that the responsibilities of undertakings for keeping their vehicles in a safe and roadworthy condition are defined, without prejudice to the responsibilities of the drivers of those vehicles.</p>			
<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. When carrying out a technical roadside inspection, the inspector shall be free from any conflict of interest that could have any influence on the impartiality and</p>	<p style="text-align: center;"><b>Article 104</b></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p>	<p>Fully compliant</p>	

<p>objectivity of his decision.</p> <p>3. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>4. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down in Article 13 and in Annex IV to Directive 2014/45/EU. Member States may provide that inspectors carrying out inspections in designated roadside inspection facilities or using mobile inspection units are to fulfil those requirements or equivalent requirements approved by the competent authority.</p>	<p>2. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>3. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down Directive EU transposing in our legislation by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	



<p style="text-align: center;"><i>Article 9</i></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p style="text-align: center;"><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	Fully compliant	
<p style="text-align: center;"><i>Article 10</i></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Member States shall ensure</p>	<p style="text-align: center;"><b>Article 106</b></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Ministry shall ensure that vehicles selected in accordance with Article</p>	Fully compliant	

<p>that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.</p> <p>In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</p>	<p>103 are subject to an initial technical roadside inspection.</p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board,</p> <p>2.2. shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p> <p>2.4. may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside</p>	<p>Fully compliant</p>	
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<p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p> <p>2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>inspection, or require that the deficiencies be corrected immediately if such a thing is possible.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified</p> <p>4. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>3. A more detailed technical roadside inspection shall cover those items listed in Annex II that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p style="text-align: center;"><b>Article 107</b></p> <p style="text-align: center;"><b>Detailed technical roadside inspections</b></p> <p>A more detailed technical roadside inspection shall cover those items listed that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p>Fully compliant</p>	
<p>4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.</p>	<p style="text-align: center;"><b>Article 108</b></p> <p style="text-align: center;"><b>Roadworthiness Certificate</b></p> <p>The content of the list of vehicles that should be subject to testing will be determined by sub-legal act by the Ministry.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>



<p>detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required. Where mobile inspection units or designated roadside inspection facilities do not include the equipment required to check an item indicated in an initial inspection, the vehicle shall be directed to a testing center or facility where a detailed check of that item can be performed.</p>	<p>including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required.</p>		
<p><i>Article 12</i></p> <p><b>Assessment of deficiencies</b></p> <p>1. For each item to be inspected, Annex II provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections.</p>	<p><b>Article 111</b></p> <p><b>The content of the list</b></p> <p>For each item to be inspected, provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections. The content of the list will be determined by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	

<p>2. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>(a) minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>(b) major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>(c) dangerous deficiencies</p>	<p style="text-align: center;"><b>Article 112</b></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>1. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>1.1. minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances</p>	<p>Fully compliant</p>	
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<p>constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 2 shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection referred to in point 1 of Annex II may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p style="text-align: center;"><b>Article 113</b></p> <p><b>Vehicle with more deficiencies</b></p> <p>A vehicle having deficiencies falling into more than one of the deficiency groups referred to in Article 110 of this Law ,shall be classified in the group corresponding to the more serious deficiency.A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection as defined by sub-legal act of the Ministry, may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>Fully compliant</p>	
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<p style="text-align: center;"><i>Article 13</i></p> <p><b>Inspection of cargo securing</b></p> <p>1. During a roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks may be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <ul style="list-style-type: none"> <li>— loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle, and</li> <li>— loads cannot leave the cargo</li> </ul>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p>	<p>Fully compliant</p>	
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<p>space or move outside the loading surface.</p> <p>2. Without prejudice to the requirements applicable to transport of certain categories of goods, such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)<sup>(1)</sup>, cargo securing and inspection of the securing of cargo may be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III. The latest version of the standards laid down in point 5 of Section I of Annex III may be used.</p> <p>3. The follow-up procedures referred to in Article 14 may also apply in the case of major or dangerous deficiencies related to cargo securing.</p> <p>4. Member States shall provide that personnel involved in cargo</p>			
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<p>securing checks are to be appropriately trained for that purpose.</p>			
<p style="text-align: center;"><i>Article 14</i></p> <p><b>Follow-up in the case of major or dangerous deficiencies</b></p> <p>1. Without prejudice to Article 14(3), Member States shall provide that any major or dangerous deficiency revealed by an initial or more detailed inspection is to be rectified before the vehicle is further used on public roads.</p> <p>2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority may request the competent authority of that other</p>	<p style="text-align: center;"><b>Article 112</b></p> <p><b>Assessment of deficiencies</b></p> <p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>4. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the natural or legal person shall be fined from two hundred and fifty (250) €. In this case the registration tables of the vehicle shall be</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States may decide to inform the competent authority of the country of registration of the vehicle.</p> <p>3. In the case of any deficiencies which require prompt or immediate rectification due to any direct and immediate risk to road safety, the Member State or the competent authority concerned shall provide that the use of the vehicle in question is to be restricted or prohibited until those deficiencies have been rectified. The use of such a vehicle may be permitted in order to enable it to reach one of the closest workshops where those deficiencies can be rectified, on condition that the dangerous</p>	<p>confiscated as well as the removal of that vehicle from traffic until the delivery of the evidence on the elimination of deficiencies identified.</p>		
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<p>deficiencies in question have been fixed in such a way as to allow it to reach that workshop and that there is no immediate risk to the safety of its occupants or other road users. In the case of deficiencies that do not require immediate rectification, the Member State or the competent authority concerned may decide on the conditions and a reasonable timespan under which the vehicle may be used before the deficiencies are rectified.</p> <p>Where the vehicle cannot be fixed in such a way to allow it to reach the workshop, the vehicle may be brought to an available location where it can be repaired.</p>			
<p><i>Article 15</i></p> <p><b>Inspection fees</b></p> <p>Where deficiencies have been found following a more detailed inspection, Member States may require the payment of a</p>	<p><b>Article 109</b></p> <p><b>Inspection facilities</b></p> <p>2. The mobile technical inspection service on the road is compensated by the ministry in charge for transport.</p>	<p>Partially compliant</p>	<p>Law on Vehicle has defined that the relevant Ministry shall cover the expenses when carrying out mobile technical inspection</p>

<p>reasonable and proportionate fee that should be linked to the cost of carrying out that inspection.</p>			
<p style="text-align: center;"><i>Article 16</i></p> <p><b>Inspection report and databases on technical roadside inspections</b></p> <p>1. For each initial technical roadside inspection carried out, the following information shall be communicated to the competent authority:</p> <p>(a) country of registration of the vehicle;</p> <p>(b) category of the vehicle;</p> <p>(c) outcome of the initial technical roadside inspection.</p> <p>2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV.</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>Classification of vehicle categories;</p> <p>Roadside inspection system; Percentage of vehicles to be inspected;</p> <p>Risk rating system; Responsibilities; Assessment of deficiencies; Cargo insurance control;</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member States shall ensure that the driver of the vehicle is provided with a copy of the inspection report.</p> <p>3. The inspector shall communicate to the competent authority the results of the more detailed technical roadside inspection within a reasonable time following that inspection. The competent authority shall keep that information in accordance with the applicable legislation on data protection for not less than 36 months from the date of its receipt.</p>	<p>Follow-up in the case of major or dangerous deficiencies;</p> <p>Inspection fees;</p> <p>Report of Inspection and data base of the technical roadside inspections;</p> <p>Penalties.</p>		
<p style="text-align: center;"><i>Article 17</i></p> <p><b>Designation of a contact point</b></p> <p>1. Member States shall designate a contact point which shall:</p> <ul style="list-style-type: none"> <li>— ensure coordination with contact points designated by other Member States as regards actions taken under Article 18;</li> </ul>		<p>Not applicable</p>	

<p>— forward the data referred to in Article 20 to the Commission;</p> <p>— ensure, where appropriate, any other exchange of information with, and the provision of assistance to, the contact points of other Member States.</p> <p>2. Member States shall forward to the Commission the names and contact details of their national contact point by 20 May 2015, 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.</p>			
<p><i>Article 18</i></p> <p><b>Cooperation between Member States</b></p>		<p>Not applicable</p>	



<p>1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use of the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated preferably through the national electronic register referred to in Article 16 of Regulation (EC) No 1071/2009. The Commission shall adopt detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration in accordance with the examination procedure referred to in Article 23(2).</p>			
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<p>2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected may request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.</p>			
<p><i>Article 19</i></p> <p><b>Concerted technical roadside inspections</b></p> <p>On a yearly basis, Member States shall regularly undertake concerted roadside inspection activities. Member States may combine those activities with those provided for by Article 5 of Directive</p>		<p>Not applicable</p>	

2006/22/EC.			



**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture – Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 amending Council Directive 1999/37/EC on the registration documents for vehicles
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant LAW ON VEHICLE
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

a)	b)	c)	d)
<p align="center"><b>DIRECTIVE 2014/46/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL</b></p> <p align="center"><b>of 3 April 2014</b></p> <p align="center"><b>amending Council Directive 1999/37/EC on the registration documents for vehicles</b></p>	<p>Provisions of normative act of Kosovo (Article, paragraph, sub-paragraph, etc.)</p>	<p>Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non-compliant or not applicable)</p>	<p>Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance</p>
<p align="center"><i>Article 1</i></p> <p align="center"><b>Amendments to Directive 1999/37/EC</b></p> <p>Directive 1999/37/EC is amended as follows:</p> <p>(1) in Article 1, the first sentence is replaced by the following: ‘This Directive shall apply to the vehicle registration documents issued by the Member States.’;</p> <p>(2) in Article 2, the following</p>	<p align="center"><b>Article 55</b></p> <p align="center"><b>Traffic license and registration plates</b></p> <p>1. For a registered vehicle is issued a traffic license and registration plates, which are both issued by the competent body for registration of the vehicle.</p>	<p>Fully compliant</p>	

<p>points are added:</p> <p>(e) “suspension”: means a limited period of time in which a vehicle is not authorised by a Member State to be used in road traffic following which – provided the reasons for suspension have ceased to apply – it may be authorised to be used again without involving a new process of registration;</p> <p>(f) “cancellation of a registration”: means the cancellation of a Member State’s authorisation for a vehicle to be used in road traffic.’;</p> <p>(3) in Article 3, the following paragraphs are added:</p> <p>‘4. Member States shall record electronically data on all vehicles registered on their territory. Those data shall include:</p> <p>(a) all mandatory elements in</p>	<p>1.45. “suspension”: means a limited period of time in which a vehicle is not authorized to be used in road traffic;</p> <p>1.44. “cancellation of a registration”: means the cancellation of the authorization for a vehicle to be used in road traffic.</p> <p style="text-align: center;"><b>Article 42</b></p> <p style="text-align: center;"><b>The authorizations of the ministry for interior affairs</b></p> <p>I. The Ministry of Interior Affairs determines:</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Partially compliant</p>	<p>Shall be regulated by sub-legal act a year after the entrance of this law into force.</p>
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<p>accordance with point II.5 of Annex I as well as the elements of points II.6(J) and II.6(V.7) and (V.9) of that Annex, where the data are available;</p> <p>(b) other non-mandatory data listed in Annex I or data from the certificate of conformity as provided for in Directive 2007/46/EC of the European Parliament and of the Council ('), where possible;</p> <p>(c) the outcome of mandatory periodic roadworthiness tests in accordance with Directive 2014/45/EU of the European Parliament and of the Council (") and the period of validity of the roadworthiness certificate.</p> <p>The processing of personal data in the context of this Directive shall be carried out in accordance with Directives 95/46/EC (""') and 2002/58/EC (""'') of the European Parliament and of</p>	<p>1.1. The procedure for the registration of vehicles, the issuance and validity of the vehicle registration certification, for the plates, type, content and form of registration plates, test (probation) plates, change of data as well as de-registration of the vehicles ;</p> <p>1.2. Traffic license form and other forms used in the procedure of registration of the vehicle</p> <p>1.3. The value (price) of printed forms which are used in vehicle registration procedure, as well as the value of registration plates and test plates which are paid by the party</p> <p>2. Notwithstanding from provisions of this law, the competent Ministry of Defense determines the manner of registration, the form and content of registration plates for vehicles used by the armed forces of Kosovo, intelligence units, as well as vehicles which are used by the security service of the Ministry of Defense.</p> <p>Exceptionally from the provisions of this chapter the competent Ministry of Interior Affairs determines the manner of registration, the form and content</p>		
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<p>protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ L 281, 23.11.1995, p. 31)."</p> <p>(") Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).";</p> <p>(4) the following Article is inserted:</p> <p style="text-align: center;"><i>Article 3a</i></p> <p>1. Where the competent authority of a Member State receives notification of a periodic roadworthiness test showing that the authorization 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 and an additional roadworthiness test shall be carried out.</p>	<p>technical check is not obligatory. Testimony of the technical check of vehicles is valid for 30 days.</p> <p style="text-align: center;"><b>Article 80</b></p> <p style="text-align: center;"><b>Measures to eliminate the deficiencies</b></p> <p>3. If during the roadworthiness inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the vehicle fails to</p>	<p style="text-align: center;">Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force.</p>
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<p>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. No new process of registration shall be necessary.</p> <p>Member States or their competent authorities 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.</p> <p>2. Member States may allow the holder of the registration certificate to submit a request to the competent authority for transfer of the registration to</p>	<p>pass the test of roadworthiness and the suspension of the right to participate in traffic. The technical control entity shall set out a deadline on the deficiencies correction which should not be more than 30 days.</p>		
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<p>the new owner of the vehicle.</p> <p>3. In the event that the competent authority of a Member State receives notification that 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 (""), the registration of that vehicle shall be cancelled permanently and information to that effect shall be added to the electronic register.</p> <p>("") 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).";</p> <p>(5) in Article 5, the following paragraph is added:</p> <p>'3. Without prejudice to Articles 5(4) and 8(3) of Directive 2014/45/EU, Member States shall, as a matter of principle, recognize the validity of the roadworthiness certificate in</p>			
		Fully compliant	

<p>the event that the ownership of a vehicle – which has a valid proof of periodic roadworthiness test – changes.’;</p> <p>(6) Articles 6 and 7 are replaced by the following:</p> <p style="text-align: center;"><i>Article 6</i></p> <p>The Commission shall be empowered to adopt delegated acts in accordance with Article 7 in order to amend:</p> <ul style="list-style-type: none"> <li>— point II.4, second indent and point III.1.A(b) of both Annex I and Annex II, in the event of enlargement of the Union,</li> <li>— point II.6 of Annex I in relation to non mandatory elements in the event of changes of definitions or of the content of certificates of conformity in the relevant Union type-approval legislation.</li> </ul>	<p style="text-align: center;"><b>Article 67</b></p> <p style="text-align: center;"><b>Vehicles registered abroad</b></p> <p>Vehicles registered outside the country can circulate in road traffic in the Republic of Kosovo if they are in proper technical condition, must have the required technical specifications and functional systems, as defined by the international applicable convention on road traffic.</p>	<p style="text-align: center;">Not applicable</p>	
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<p style="text-align: center;"><i>Article 7</i></p> <p>1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.</p> <p>2. The power to adopt delegated acts referred to in Article 6 shall be conferred on the Commission for a period of five years from 19 May 2014. 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.</p> <p>3. The delegation of powers referred to in Article 6 may be revoked at any time by the</p>		<p>Not applicable</p>	
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<p>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.';</p> <p>(7) Article 9 is replaced by the following:</p> <p style="text-align: center;"><i>'Article 9</i></p> <p>Member States shall assist one another in the implementation of this Directive. They may exchange information at bilateral or multilateral level in particular so as to check, before any registration of a vehicle, the latter's legal status, where necessary in the Member State in which it was previously registered. Such checking may in particular involve the use of an electronic network, comprising data from national</p>		<p style="text-align: center;">Not applicable</p>	
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<p>electronic databases to facilitate the exchange of information.’;</p> <p>(8) in point II.6 of Annex I, the following point is added:</p> <p>‘(X) proof of having passed the roadworthiness test, date of next roadworthiness test or expiry of current certificate’.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Transposition</b></p> <p>1. Member States shall adopt and publish, by 20 May 2017, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall immediately inform the Commission thereof.</p> <p>They shall apply those measures from 20 May 2018.</p> <p>When Member States adopt those measures, they shall contain a reference to this Directive or shall be accompanied by such a reference on the occasion of their</p>		<p style="text-align: center;">Not applicable</p>	
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<p>official publication. The methods of making such reference shall be laid down by Member States.</p> <p>2. Member States shall communicate to the Commission the text of the main measures of national law which they adopt in the field covered by this Directive.</p> <p style="text-align: center;"><i>Article 3</i></p> <p style="text-align: center;"><b>Entry into force</b></p> <p>This Directive shall enter into force on the twentieth day following that of its publication in the <i>Official Journal of the European Union</i>.</p> <p style="text-align: center;"><i>Article 4</i></p> <p style="text-align: center;"><b>Addressees</b></p> <p>This Directive is addressed to the Member States. Done at Brussels, 3 April 2014.</p>		<p>Not applicable</p> <p>Not applicable</p>	
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**Republika e Kosovës**  
**Republika Kosova - Republic of Kosovo**  
*Qeveria - Vlada - Government*

**Ministria e Infrastrukturës**  
**Ministarstvo Infrastrukture - Ministry of Infrastructure**

**Option/possible alternative:**

1. Title of the normative act: DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU
2. Proposing body: European Commission
3. Table: date/month/year 20.08.2016
4. List of relevant national legislation (full title of the act and number) with which the normative act of the Republic of Kosovo is compliant DRAFT LAW ON VEHICLE
5. The level of compliance (fully compliant, partially compliant, not compliant or not applicable) of the normative act with EU legislation: partially compliant

**European Union – Republic of Kosovo**

a)	b)	c)	d)
<p>EU normative act (Article, paragraph, sub-paragraph, etc.)</p>	<p>Provisions of normative act of Kosovo (Article, paragraph, sub-paragraph, etc.)</p>	<p>Compliance of EU legislation with Kosovo legislation (fully compliant, partially compliant, non-compliant or not applicable)</p>	<p>Comments on reasons for partial compliance or non-compliance and the period foreseen for achieving full compliance</p>
<p>DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EU</p>			
<p><i>Article 1</i> <b>Subject matter</b> In order to improve road safety and the environment, this Directive establishes minimum requirements for a regime of technical roadside inspections of the roadworthiness of commercial vehicles circulating</p>	<p><b>Article 102</b> <b>Mobile technical inspection</b> 1. In order to improve road safety and the environment, determines minimum requirements for a regime of technical roadside inspections of the road worthiness of</p>	<p>Fully compliant</p>	

<p>within the territory of the Member States.</p> <p style="text-align: center;"><i>Article 2</i></p> <p style="text-align: center;"><b>Scope</b></p> <p>This Directive shall apply to commercial vehicles with a design speed exceeding 25 km/h of the following categories, as defined in Directive 2003/37/EC of the European Parliament and of the Council (12) and Directive 2007/46/EC:</p> <p>(a) motor vehicles designed and constructed primarily for the carriage of persons and their luggage comprising more than eight seating positions in addition to the driver's seating position — vehicle categories M<sub>2</sub> and M<sub>3</sub>;</p>	<p>commercial vehicles and other vehicles as well.</p> <p style="text-align: center;"><b>Article 103</b></p> <p style="text-align: center;"><b>Applicability</b></p> <p>1. Vehicles which manage to develop the speed over 25 km/h. are subject to mobile technical inspection.</p> <p>1.2. motor vehicles designed and constructed primarily for the carriage of persons and their luggage— vehicle categories M1, M2 and M3;</p>	<p style="text-align: center;">Fully compliant</p> <p style="text-align: center;">Fully compliant</p>	<p>Law on Vehicle apply to all vehicles (all vehicles shall undergo the mobile technical inspection) not just commercial vehicles</p>
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<p>(b) motor vehicles designed and constructed primarily for the carriage of goods and having a maximum mass exceeding 3,5 tonnes — vehicle categories N<sub>2</sub> and N<sub>3</sub>;</p> <p>(c) trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O<sub>3</sub> and O<sub>4</sub>;</p> <p>(d) wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h.</p> <p>2. This Directive does not affect the right of Member States to carry out technical roadside inspections</p>	<p>1.2. motor vehicles designed and constructed primarily for the carriage of goods vehicle categories N1, N2 and N3;</p> <p>1.3. trailers designed and constructed for the carriage of goods or persons, as well as for the accommodation of persons, having a maximum mass exceeding 3,5 tonnes — vehicle categories O3 and O4;</p> <p>1.4. wheeled tractors of category T5, the use of which mainly takes place on public roads for commercial road haulage purposes, with a maximum design speed exceeding 40 km/h. ;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(2) 'motor vehicle' means any power-driven vehicle on wheels which is moved by its own means with a maximum design speed exceeding 25 km/h;</p> <p>(3) 'trailer' means any non-self propelled vehicle on wheels which is designed and constructed to be towed by a motor vehicle;</p> <p>(4) 'semi-trailer' means any trailer designed to be coupled to a motor vehicle in such a way that part of it rests on the motor vehicle and a substantial part of its mass and the mass of its load is borne by the motor vehicle;</p> <p>(5) 'cargo' means all goods that would normally be placed in or on the part of the vehicle</p>	<p>1.2. "motor vehicle" means any power-driven vehicle which is moved by its own means, having at least four wheels, being complete, completed or incomplete, with a maximum design speed exceeding 25 km/h.</p>	<p>Fully compliant</p>	
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<p>designed to carry a load and that are not permanently fixed to the vehicle, including objects within load carriers such as crates, swap bodies or containers on vehicles;</p> <p>(6) 'commercial vehicle' means a motor vehicle and its trailer or semi-trailer used primarily for the transport of goods or passengers for commercial purposes, such as transport for hire and reward or own-account transport, or for other professional purposes;</p> <p>(7) 'vehicle registered in a Member State' means a vehicle which is registered or put into service in a Member State;</p> <p>(8) 'holder of a registration</p>	<p>1.41. "registration": shall mean 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;</p>	<p>Fully compliant</p>	
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<p>certificate' means the legal or natural person in whose name the vehicle is registered;</p> <p>(9) 'undertaking' means an undertaking as defined in point 4 of Article 2 of Regulation (EC) No 1071/2009;</p> <p>(10) 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of a commercial vehicle carried out by the competent authorities of a Member State or under their direct supervision;</p> <p>(11) 'public road' means a road that is of general public utility, such as a local, regional or national road,</p>	<p>1.43. 'holder of a registration certificate' means the legal or natural person in whose name the vehicle is registered,</p> <p>1.46. 'technical roadside inspection' means an unexpected technical inspection of the roadworthiness of the vehicle carried out by the mobile technical inspection under the direct supervision of the Ministry responsible for transport,</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>highway, expressway or motorway;</p> <p>(12) ‘roadworthiness test’ means an inspection in accordance with point (9) of Article 3 of Directive 2014/45/EU;</p> <p>(13) ‘roadworthiness certificate’ means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>(14) ‘competent authority’ means an authority or public body entrusted by a Member State with responsibility for managing the system of technical roadside inspections, including, where appropriate, the carrying-out of such inspections;</p>	<p>1.37. ‘roadworthiness test’ means an inspection designed to ensure that a vehicle is safe to be used on public roads and that it complies with required and mandatory safety and environmental characteristics;</p> <p>1.38. ‘roadworthiness certificate’ means a roadworthiness test report issued by the competent authority or a testing centre containing the result of the roadworthiness test;</p> <p>1.12. ‘the entity authorized for type approval’ means the authorized entity by the Ministry in charge of transport with competence for all aspects of the approval of a type of vehicle, system, component or separate technical unit or of the individual approval of a vehicle; ascertaining the conformity of vehicles or individual approval of vehicles implementation of the</p>	<p>Fully compliant</p> <p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(15) 'inspector' means a person authorised by a Member State or by its competent authority to carry out initial and/or more detailed technical roadside inspections;</p> <p>(16) 'deficiencies' mean technical defects and other instances of non-compliance found during a technical roadside inspection;</p> <p>(17) 'concerted roadside inspection' means a technical roadside inspection undertaken jointly by the competent authorities of two or more Member States;</p>	<p>procedure of identification and evaluation of technical condition of the vehicle;</p> <p>1.48. 'inspector' means a person authorised by the Ministry in framework of mobile inspection unit to carry out initial and/or more detailed technical roadside inspections;</p> <p>1.40. 'deficiencies' means technical defects and other instances of non-compliance found during a roadworthiness test;</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>(18) 'operator' means a natural or legal person operating the vehicle as its owner or authorised to operate the vehicle by its owner;</p> <p>(19) 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>1.47. 'mobile inspection unit' means a transportable system of test equipment needed to carry out more detailed technical roadside inspections, staffed by inspectors who are competent to carry out more detailed roadside inspection;</p>	<p>Fully compliant</p>	
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<p>(20) 'designated roadside inspection facility' means a fixed area for the performance of initial and/or more detailed technical roadside inspections which may also be equipped with permanently installed test equipment.</p>			
<p style="text-align: center;"><i>Article 4</i></p> <p><b>Roadside inspection system</b></p> <p>The technical roadside inspection system shall include initial technical roadside inspections as referred to in Article 10(1) and more detailed technical roadside inspections as referred to in Article 10(2).</p>	<p style="text-align: center;"><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, the authorized officers may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-legal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the</p>	<p style="text-align: center;">fully compliant</p>	

	<p>vehicle presents a risk to road safety or to the environment.</p> <p>2. The Ministry by special act shall determine the procedures for initial technical roadside inspection.</p>		
<p><i>Article 5</i></p> <p><b>Percentage of vehicles to be inspected</b></p> <p>1. For vehicles referred to in points (a), (b) and (c) of Article 2(1), the total number of initial technical roadside inspections in the Union shall, in every calendar year, correspond to at least 5 % of the total number of these vehicles that are registered in the Member States.</p> <p>2. Each Member State shall make efforts to carry out an appropriate number of initial technical roadside</p>	<p><b>Article 114</b></p> <p><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.3. Percentage of vehicles to be inspected;</p>	Partially compliant	Shall be regulated by sub-legal act within a year after the entrance of this law into force

<p>inspections, proportionate to the total number of such vehicles that are registered in its territory.</p> <p>3. Information on vehicles inspected shall be communicated to the Commission in accordance with Article 20(1).</p> <p style="text-align: center;"><i>Article 6</i></p> <p style="text-align: center;"><b>Risk rating system</b></p> <p>For vehicles referred to in points (a), (b) and (c) of Article 2(I), Member States shall ensure that the information concerning the number and severity of deficiencies set out in Annex II and, where applicable, Annex III found on vehicles operated by individual undertakings is introduced into the risk rating system established under Article 9 of Directive 2006/22/EC. For the attribution of a risk profile to an undertaking, Member States may</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>1.4. Risk rating system;</p>	<p style="text-align: center;">Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>
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<p>use the criteria set out in Annex I. That information shall be used to check undertakings with a high risk rating more closely and more often. The risk rating system shall be operated by the competent authorities of the Member States.</p> <p>For the purpose of implementing the first subparagraph, the Member State of registration shall use the information received from other Member States pursuant to Article 18(1).</p> <p>Member States may allow additional voluntary roadworthiness tests. Information on compliance with roadworthiness requirements obtained from voluntary tests may be taken into account in order to improve the risk profile of an undertaking.</p>			

<p style="text-align: center;"><i>Article 7</i></p> <p style="text-align: center;"><b>Responsibilities</b></p> <p>1. Member States shall require that the roadworthiness certificate corresponding to the most recent periodic roadworthiness test or a copy thereof or, in the case of an electronically produced roadworthiness certificate, a certified or original printout of that certificate, and the report of the most recent technical roadside inspection, be kept on board the vehicle when they are available. Member States may allow their authorities to accept electronic evidence of such inspections when information in that regard is accessible.</p> <p>2. Member States shall require undertakings and drivers of a vehicle subject to a technical roadside inspection to cooperate with the inspectors and to provide access to the vehicle, its parts and</p>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p>	<p>Fully compliant</p>	
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<p>all relevant documentation for the purposes of the inspection.</p> <p>3. Member States shall ensure that the responsibilities of undertakings for keeping their vehicles in a safe and roadworthy condition are defined, without prejudice to the responsibilities of the drivers of those vehicles.</p>			
<p style="text-align: center;"><i>Article 8</i></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p> <p>2. When carrying out a technical roadside inspection, the inspector shall be free from any conflict of interest that could have any influence on the impartiality and</p>	<p style="text-align: center;"><b>Article 104</b></p> <p style="text-align: center;"><b>Inspectors</b></p> <p>1. When selecting a vehicle for a technical roadside inspection and when carrying out that inspection, inspectors shall refrain from any discrimination on grounds of the nationality of the driver or of the country of registration or entry into service of the vehicle.</p>	<p>Fully compliant</p>	

<p>objectivity of his decision.</p> <p>3. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>4. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down in Article 13 and in Annex IV to Directive 2014/45/EU. Member States may provide that inspectors carrying out inspections in designated roadside inspection facilities or using mobile inspection units are to fulfil those requirements or equivalent requirements approved by the competent authority.</p>	<p>2. The reward of inspectors shall not be directly related to the results of initial or more detailed technical roadside inspections.</p> <p>3. More detailed technical roadside inspections shall be carried out by inspectors who fulfil the minimum competence and training requirements laid down Directive EU transposing in our legislation by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	

<p style="text-align: center;"><i>Article 9</i></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in Directive 2006/22/EC. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p style="text-align: center;"><b>Article 105</b></p> <p><b>Selection of vehicles for initial technical roadside inspection</b></p> <p>When identifying vehicles to be subject to an initial technical roadside inspection, inspectors may select, as a priority, vehicles operated by undertakings with a high-risk profile as referred to in European Directive which will be transposed in national legislation by sub-leagal act of the Ministry. Vehicles may also be selected randomly for inspection, or where there is a suspicion that the vehicle presents a risk to road safety or to the environment.</p>	<p>Fully compliant</p>	
<p style="text-align: center;"><i>Article 10</i></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Member States shall ensure</p>	<p style="text-align: center;"><b>Article 106</b></p> <p><b>Contents and methods of technical roadside inspections</b></p> <p>1. Ministry shall ensure that vehicles selected in accordance with Article</p>	<p>Fully compliant</p>	

<p>that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.</p> <p>In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>(a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);</p> <p>(b) shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>(c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;</p>	<p>103 are subject to an initial technical roadside inspection.</p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.1. shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board,</p> <p>2.2. shall carry out a visual assessment of the technical condition of the vehicle;</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p> <p>2.4. may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside</p>	<p>Fully compliant</p>	
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<p>(d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).</p> <p>The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.</p> <p>2. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>inspection, or require that the deficiencies be corrected immediately if such a thing is possible.</p> <p>3. The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified</p> <p>4. On the basis of the outcome of the initial inspection, the inspector shall decide whether the vehicle or its trailer should be subject to a more detailed roadside inspection.</p>	<p>Fully compliant</p> <p>Fully compliant</p>	
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<p>3. A more detailed technical roadside inspection shall cover those items listed in Annex II that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p style="text-align: center;"><b>Article 107</b></p> <p style="text-align: center;"><b>Detailed technical roadside inspections</b></p> <p>A more detailed technical roadside inspection shall cover those items listed that are considered necessary and relevant, taking into account in particular the safety of the brakes, tyres, wheels, chassis and nuisance, and the recommended methods applicable to the testing of those items.</p>	<p>Fully compliant</p>	
<p>4. Where the roadworthiness certificate or a roadside inspection report demonstrates that an inspection of one of the items listed in Annex II has been carried out in the course of the preceding three months, the inspector shall not check that item, except where such a check is justified on the grounds of an obvious deficiency.</p>	<p style="text-align: center;"><b>Article 108</b></p> <p style="text-align: center;"><b>Roadworthiness Certificate</b></p> <p>The content of the list of vehicles that should be subject to testing will be determined by sub-legal act by the Ministry.</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>





<p>detailed technical roadside inspection, including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required. Where mobile inspection units or designated roadside inspection facilities do not include the equipment required to check an item indicated in an initial inspection, the vehicle shall be directed to a testing center or facility where a detailed check of that item can be performed.</p>	<p>including the equipment necessary to assess the condition of the brakes and brake efficiency, steering, suspension and nuisance of the vehicle as required.</p>		
<p style="text-align: center;"><i>Article 12</i></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>1. For each item to be inspected, Annex II provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections.</p>	<p style="text-align: center;"><b>Article 111</b></p> <p style="text-align: center;"><b>The content of the list</b></p> <p>For each item to be inspected, provides a list of possible deficiencies and their level of severity to be used during technical roadside inspections. The content of the list will be determined by sub-legal act of the Ministry.</p>	<p>Fully compliant</p>	

<p>2. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>(a) minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>(b) major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances;</p> <p>(c) dangerous deficiencies</p>	<p style="text-align: center;"><b>Article 112</b></p> <p style="text-align: center;"><b>Assessment of deficiencies</b></p> <p>1. Deficiencies found during technical roadside inspections of vehicles shall be categorised in one of the following groups:</p> <p>1.1. minor deficiencies having no significant effect on the safety of the vehicle or impact on the environment, and other minor non-compliances,</p> <p>1.2. major deficiencies that may prejudice the safety of the vehicle or have an impact on the environment or put other road users at risk, or other more significant non-compliances</p>	<p>Fully compliant</p>	
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<p>constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>3. A vehicle having deficiencies falling into more than one of the deficiency groups referred to in paragraph 2 shall be classified in the group corresponding to the more serious deficiency. A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection referred to in point 1 of Annex II may be classified in the next most serious deficiency group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p style="text-align: center;"><b>Article 113</b></p> <p><b>Vehicle with more deficiencies</b></p> <p>A vehicle having deficiencies falling into more than one of the deficiency groups referred to in Article 110 of this Law ,shall be classified in the group corresponding to the more serious deficiency.A vehicle showing several deficiencies within the same inspection areas as defined in the scope of the technical roadside inspection as defined by sub-legal act of the Ministry, may be classified in the next most serious deficiency group if it is group if it is considered that the combined effect of those deficiencies results in a higher risk to road safety.</p>	<p>Fully compliant</p>	
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<p style="text-align: center;"><i>Article 13</i></p> <p><b>Inspection of cargo securing</b></p> <p>1. During a roadside inspection a vehicle may be subject to an inspection of its cargo securing in accordance with Annex III, in order to ensure that the cargo is secured in such a way that it does not interfere with safe driving, or pose a threat to life, health, property or the environment. Checks may be carried out to verify that during all kinds of operation of the vehicle, including emergency situations or uphill starting manoeuvres:</p> <ul style="list-style-type: none"> <li>— loads can only minimally change their position relative to each other, against walls or surfaces of the vehicle, and</li> <li>— loads cannot leave the cargo</li> </ul>	<p style="text-align: center;"><b>Article 106</b></p> <p style="text-align: center;"><b>Contents and methods of technical roadside inspections</b></p> <p>2. In each initial technical roadside inspection of a vehicle, the inspector:</p> <p>2.3. may carry out a visual assessment of the safety of the vehicle's cargo</p>	<p>Fully compliant</p>	
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<p>space or move outside the loading surface.</p> <p>2. Without prejudice to the requirements applicable to transport of certain categories of goods, such as those covered by the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)<sup>(13)</sup>, cargo securing and inspection of the securing of cargo may be carried out in accordance with the principles and, where appropriate, the standards laid down in Section I of Annex III. The latest version of the standards laid down in point 5 of Section I of Annex III may be used.</p> <p>3. The follow-up procedures referred to in Article 14 may also apply in the case of major or dangerous deficiencies related to cargo securing.</p> <p>4. Member States shall provide that personnel involved in cargo</p>			
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<p>securing checks are to be appropriately trained for that purpose.</p>			
<p style="text-align: center;"><i>Article 14</i></p> <p><b>Follow-up in the case of major or dangerous deficiencies</b></p> <p>1. Without prejudice to Article 14(3), Member States shall provide that any major or dangerous deficiency revealed by an initial or more detailed inspection is to be rectified before the vehicle is further used on public roads.</p> <p>2. The inspector may decide that the vehicle is to be subject to a full roadworthiness test within a specified time limit if it is registered in the Member State where the technical roadside inspection has been carried out. If the vehicle is registered in another Member State, the competent authority may request the competent authority of that other</p>	<p style="text-align: center;"><b>Article 112</b></p> <p><b>Assessment of deficiencies</b></p> <p>1.3.dangerous deficiencies constituting a direct and immediate risk to road safety or having an impact on the environment.</p> <p>4. If during the technical roadside inspection of the vehicle are identified the deficiencies from point 1.3 of the paragraph 1 of this Article, then the natural or legal person shall be fined from two hundred and fifty (250) €. In this case the registration tables of the vehicle shall be</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member State, via the contact points referred to in Article 17, to carry out a new roadworthiness test of the vehicle following the procedure laid down in Article 18(2). Where major or dangerous deficiencies are found in a vehicle registered outside the Union, Member States may decide to inform the competent authority of the country of registration of the vehicle.</p> <p>3. In the case of any deficiencies which require prompt or immediate rectification due to any direct and immediate risk to road safety, the Member State or the competent authority concerned shall provide that the use of the vehicle in question is to be restricted or prohibited until those deficiencies have been rectified. The use of such a vehicle may be permitted in order to enable it to reach one of the closest workshops where those deficiencies can be rectified, on condition that the dangerous</p>	<p>confiscated as well as the removal of that vehicle from traffic until the delivery of the evidence on the elimination of deficiencies identified.</p>		
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<p>deficiencies in question have been fixed in such a way as to allow it to reach that workshop and that there is no immediate risk to the safety of its occupants or other road users. In the case of deficiencies that do not require immediate rectification, the Member State or the competent authority concerned may decide on the conditions and a reasonable timespan under which the vehicle may be used before the deficiencies are rectified.</p> <p>Where the vehicle cannot be fixed in such a way to allow it to reach the workshop, the vehicle may be brought to an available location where it can be repaired.</p>			
<p><i>Article 15</i></p> <p><b>Inspection fees</b></p> <p>Where deficiencies have been found following a more detailed inspection, Member States may require the payment of a</p>	<p><b>Article 109</b></p> <p><b>Inspection facilities</b></p> <p>2. The mobile technical inspection service on the road is compensated by the ministry in charge for transport.</p>	<p>Partially compliant</p>	<p>Law on Vehicle has defined that the relevant Ministry shall cover the expenses when carrying out mobile technical inspection</p>

<p>reasonable and proportionate fee that should be linked to the cost of carrying out that inspection.</p>			
<p style="text-align: center;"><i>Article 16</i></p> <p><b>Inspection report and databases on technical roadside inspections</b></p> <p>1. For each initial technical roadside inspection carried out, the following information shall be communicated to the competent authority:</p> <p>(a) country of registration of the vehicle;</p> <p>(b) category of the vehicle;</p> <p>(c) outcome of the initial technical roadside inspection.</p> <p>2. On completion of a more detailed inspection, the inspector shall draw up a report in accordance with Annex IV.</p>	<p style="text-align: center;"><b>Article 114</b></p> <p style="text-align: center;"><b>Sub-legal acts</b></p> <p>1. The Ministry by sub-legal act transposes the technical roadside inspection system and general obligations:</p> <p>Classification of vehicle categories;</p> <p>Roadside inspection system; Percentage of vehicles to be inspected;</p> <p>Risk rating system; Responsibilities; Assessment of deficiencies; Cargo insurance control;</p>	<p>Partially compliant</p>	<p>Shall be regulated by sub-legal act within a year after the entrance of this law into force</p>

<p>Member States shall ensure that the driver of the vehicle is provided with a copy of the inspection report.</p> <p>3. The inspector shall communicate to the competent authority the results of the more detailed technical roadside inspection within a reasonable time following that inspection. The competent authority shall keep that information in accordance with the applicable legislation on data protection for not less than 36 months from the date of its receipt.</p>	<p>Follow-up in the case of major or dangerous deficiencies;</p> <p>Inspection fees;</p> <p>Report of Inspection and data base of the technical roadside inspections;</p> <p>Penalties.</p>		
<p style="text-align: center;"><i>Article 17</i></p> <p><b>Designation of a contact point</b></p> <p>1. Member States shall designate a contact point which shall:</p> <ul style="list-style-type: none"> <li>— ensure coordination with contact points designated by other Member States as regards actions taken under Article 18;</li> </ul>		<p>Not applicable</p>	

<p>— forward the data referred to in Article 20 to the Commission;</p> <p>— ensure, where appropriate, any other exchange of information with, and the provision of assistance to, the contact points of other Member States.</p> <p>2. Member States shall forward to the Commission the names and contact details of their national contact point by 20 May 2015, 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.</p>			
<p><i>Article 18</i></p> <p><b>Cooperation between Member States</b></p>		<p>Not applicable</p>	

<p>1. In cases where major or dangerous deficiencies, or deficiencies resulting in a restriction or prohibition on the use of the vehicle, are found in a vehicle not registered in the Member State of inspection, the contact point shall notify the results of the inspection to the contact point of the Member State of registration of the vehicle. That notification shall contain the elements of the roadside inspection report as set out in Annex IV and shall be communicated preferably through the national electronic register referred to in Article 16 of Regulation (EC) No 1071/2009. The Commission shall adopt detailed rules concerning the procedures for the notification of vehicles with major or dangerous deficiencies to the contact point of the Member State of registration in accordance with the examination procedure referred to in Article 23(2).</p>			
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<p>2. In cases where major or dangerous deficiencies are found in a vehicle, the contact point of the Member State in which the vehicle has been inspected may request the competent authority of the Member State in which the vehicle is registered, via the contact point of the latter Member State, to take appropriate follow-up action, such as submitting the vehicle to a further roadworthiness test as provided for in Article 14.</p>			
<p><i>Article 19</i></p> <p><b>Concerted technical roadside inspections</b></p> <p>On a yearly basis, Member States shall regularly undertake concerted roadside inspection activities. Member States may combine those activities with those provided for by Article 5 of Directive</p>		<p>Not applicable</p>	