

Basic information

2025/0096(COD)

COD - Ordinary legislative procedure (ex-codecision procedure)
Directive

Vehicle registration documents and vehicle registration data
(Roadworthiness package)

Repealing Directive 1999/0037 [1997/0150\(SYN\)](#)

Subject

3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence

3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles

3.70.02 Atmospheric pollution, motor vehicle pollution

Awaiting Parliament's position in 1st reading

Key players

| | | | | |
|-------------------------------|--|--|---|------------------|
| European Parliament | Committee responsible | | Rapporteur | Appointed |
| | TRAN Transport and Tourism | | DANIELSSON Johan (S&D) | 07/07/2025 |
| | | | Shadow rapporteur MEHNERT Alexandra (EPP) LEONARDELLI Julien (P/E) AXINIA Adrian-George (ECR) CHRISTENSEN Asger (Renew) METZ Tilly (Greens/EFA) KOUNTOURA Elena (The Left) | |
| | Committee for opinion | | Rapporteur for opinion | Appointed |
| | IMCO Internal Market and Consumer Protection | | DOSTALOVA Klara (P/E) | 07/10/2025 |
| Council of the European Union | | | | |
| European Commission | Commission DG | | Commissioner | |
| | Mobility and Transport | | TZITZIKOSTAS Apostolos | |

European Economic and Social Committee

European Committee of the Regions

Key events

| Date | Event | Reference | Summary |
|------------|---|--|---------|
| 24/04/2025 | Legislative proposal published | COM(2025)0179  | Summary |
| 10/07/2025 | Committee referral announced in Parliament, 1st reading | | |
| 08/04/2026 | Vote in committee, 1st reading | | |
| 08/04/2026 | Committee decision to open interinstitutional negotiations with report adopted in committee | | |
| 14/04/2026 | Committee report tabled for plenary, 1st reading | A10-0089/2026 | Summary |
| 27/04/2026 | Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71) | | |
| 29/04/2026 | Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71) | | |

Technical information

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|--|---|
| Procedure reference | 2025/0096(COD) |
| Procedure type | COD - Ordinary legislative procedure (ex-codecision procedure) |
| Procedure subtype | Legislation |
| Legislative instrument | Directive |
| Amendments and repeals | Repealing Directive 1999/0037 1997/0150(SYN) |
| Legal basis | Treaty on the Functioning of the European Union TFEU 294-p7-ac Treaty on the Functioning of the European Union TFEU 091-p1 |
| Other legal basis | Rules of Procedure EP 165 |
| Mandatory consultation of other institutions | European Economic and Social Committee European Committee of the Regions |
| Stage reached in procedure | Awaiting Parliament's position in 1st reading |
| Committee dossier | TRAN/10/02753 |






Documentation gateway

European Parliament

| Document type | Committee | Reference | Date | Summary |
|---|-----------|-----------|------------|---------|
| Committee draft report | | PE779.822 | 03/12/2025 | |
| Amendments tabled in committee | | PE782.324 | 20/01/2026 | |
| Committee opinion | IMCO | PE778.121 | 02/02/2026 | |
| Committee report tabled for plenary, 1st reading/single | | | | |

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|---------|--|-------------------------------|------------|-------------------------|
| reading | | A10-0089/2026 | 14/04/2026 | Summary |
|---------|--|-------------------------------|------------|-------------------------|

European Commission

| Document type | Reference | Date | Summary |
|------------------------------------|--|------------|-------------------------|
| Legislative proposal | COM(2025)0179  | 24/04/2025 | Summary |
| Document attached to the procedure | SEC(2025)0119 | 24/04/2025 | |
| Document attached to the procedure | SWD(2025)0096  | 24/04/2025 | |
| Document attached to the procedure | SWD(2025)0097  | 24/04/2025 | |
| Document attached to the procedure | SWD(2025)0098  | 24/04/2025 | |
| Document attached to the procedure | SWD(2025)0099  | 24/04/2025 | |

National parliaments

| Document type | Parliament /Chamber | Reference | Date | Summary |
|---------------|----------------------------|-------------------------------|------------|---------|
| Contribution | RO_SENATE | COM(2025)0179 | 04/07/2025 | |
| Contribution | CZ_SENATE | COM(2025)0179 | 09/07/2025 | |
| Contribution | IT_CHAMBER | COM(2025)0179 | 14/07/2025 | |
| Contribution | IT_SENATE | COM(2025)0179 | 04/08/2025 | |
| Contribution | FR_SENATE | COM(2025)0179 | 27/11/2025 | |

Other institutions and bodies

| Institution/body | Document type | Reference | Date | Summary |
|------------------|--|------------------------------|------------|---------|
| EESC | Economic and Social Committee: opinion, report | CES1216/2025 | 18/09/2025 | |

Additional information

| Source | Document | Date |
|---------------------|--------------------------|------------|
| EP Research Service | Briefing | 14/01/2026 |
| European Commission | EUR-Lex | |

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

| Transparency | | | | |
|-------------------|-------------------------------|-----------|------------|---|
| Name | Role | Committee | Date | Interest representatives |
| DANIELSSON Johan | Rapporteur | TRAN | 10/12/2025 | European Transport Workers' Federation |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 01/12/2025 | International Road Transport Union Permanent Delegation to the EU |
| DANIELSSON Johan | Rapporteur | TRAN | 14/11/2025 | OPUS GROUP AB |
| DANIELSSON Johan | Rapporteur | TRAN | 11/11/2025 | ACEA |
| DANIELSSON Johan | Rapporteur | TRAN | 23/10/2025 | Swedish Federation of Historic Vehicles |
| KALFON François | Shadow rapporteur for opinion | IMCO | 17/10/2025 | OPUS GROUP AB |
| MEHNERT Alexandra | Shadow rapporteur | TRAN | 16/10/2025 | European Transport Safety Council |
| MEHNERT Alexandra | Shadow rapporteur | TRAN | 16/10/2025 | Allgemeiner Deutscher Automobil-Club e.V. |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 16/10/2025 | Digital Euro Association e.V. |
| DANIELSSON Johan | Rapporteur | TRAN | 15/10/2025 | ETSC |
| MEHNERT Alexandra | Shadow rapporteur | TRAN | 15/10/2025 | Association des Constructeurs Européens d'Automobiles |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 15/10/2025 | DEKRA e.V. |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 15/10/2025 | Automotive Mobility Europe |
| TOMAŠIČ Zala | Shadow rapporteur for opinion | IMCO | 08/10/2025 | Enterprise Rent-A-Car UK Limited |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 02/10/2025 | Enterprise Rent-A-Car UK Limited |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 02/10/2025 | Car-Pass asbl |
| CHRISTENSEN Asger | Shadow rapporteur | TRAN | 02/10/2025 | OPUS GROUP AB |
| KALFON François | Shadow rapporteur for opinion | IMCO | 01/10/2025 | Transport and Environment (European Federation for Transport and Environment) |
| DANIELSSON Johan | Rapporteur | TRAN | 30/09/2025 | ETSC |

Other Members

| Transparency | | |
|--------------|------------|---|
| Name | Date | Interest representatives |
| GIESEKE Jens | 15/07/2025 | Allgemeiner Deutscher Automobil-Club e.V. |

Vehicle registration documents and vehicle registration data (Roadworthiness package)

2025/0096(COD) - 24/04/2025 - Legislative proposal

PURPOSE: to achieve a harmonised Union vehicle registration framework

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the registration of a vehicle provides the administrative authorisation for its entry into service in road traffic. The roadworthiness package (RWP), last updated in 2014, complements the safety and environmental requirements that vehicles must meet to be able to circulate on EU roads, in line with the respective EU type-approval regulations for motor vehicles. It focuses on ensuring that **minimum standards are maintained by owners throughout the vehicle's lifetime**. However, unsafe vehicles still circulate on EU roads. This is despite the RWP revision in 2014, other related EU legislation and improvements in vehicle technology, including active safety and intelligent driver assistance systems in new vehicles. The Directives adopted under the 2014 RWP are not effective in helping enforce rules on EU cross-border traffic and the trade in vehicles.

CONTENT: the Commission is therefore proposing a comprehensive overhaul of the EU's road safety and vehicle registration rules. The proposal aims to further improve road safety in the EU, contribute to sustainable mobility and to facilitate the free movement of persons and goods in the EU by unlocking the full potential of the Roadworthiness Package (RWP).

The new rules will:

- take into account the growing presence of **electric vehicles** and adapt to emerging technologies;
- introduce **enhanced inspections**, including periodic technical inspections for electric vehicles and advanced driver-assistance systems, annual inspections for older cars and vans, and advanced emission testing methods to detect high-emitting vehicles to reduce fine particles pollution;
- introduce **digital vehicle registration and periodic testing certificates**, simplify cross-border data sharing, and protect citizens against fraudulent activities such as **odometer tampering**;
- facilitate periodic technical inspections for those temporarily residing in another EU country.

In addition, the proposal also:

- introduces general rules applicable to vehicle registration certificates, in particular by distinguishing between **physical and mobile** vehicle registration certificates;
- makes provision for issuing physical registration certificates in smart card format as well as for a **QR code** on physical registration certificates, to make it easier and quicker to check the information contained therein;
- lays down detailed requirements for the introduction of mobile vehicle registration certificates, including provisions related to the **European Digital Identity Wallet**;
- specifies the **data to be recorded** (and kept up to date) in national vehicle registers. Additional data to be recorded in those vehicle registers may include the outcome of mandatory periodic roadworthiness tests, information on changes to the ownership of vehicles and information on reasons for the cancellation of a vehicle registration;
- regulates electronically recording a vehicle's suspension from road use in national registers after it fails a roadworthiness test;
- outlines the procedure for re-registering vehicles in another Member State, both for cases where physical and mobile vehicle registration certificates were issued;
- requires Member States to assist one another in implementing this Directive, in particular by providing **access to relevant vehicle registration data**, including data on roadworthiness and the **suspension of vehicles**. To facilitate this exchange of data, Member States will be required to interconnect their registers with the Commission's **MOVE-HUB system** so that this information can be exchanged in real time.

Budgetary implications

The implications for the EU budget are mainly related to extending the features of the IT data exchange system (the MOVE-HUB) linked to the revision of the RWP. This includes one-off adaptation costs and recurrent updates and maintenance costs. These are required to add new data elements to the vehicle registers and providing electronic access to certain data (including on PTI reports stored in national databases). The associated costs are estimated at EUR 0.2 million in one-off costs and EUR 0.05 million per year in recurrent costs.

Vehicle registration documents and vehicle registration data (Roadworthiness package)

The Committee on Transport and Tourism adopted the report by Johan DANIELSSON (S&D, SE) on the proposal for a directive of the European Parliament and of the Council on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC.

Differences in the content, structure and quality of vehicle registration data across Member States weaken enforcement, hinder efforts to combat fraud and affect the functioning of the internal market. Harmonised and up-to-date registration data are therefore needed to ensure legal certainty and the fair cross-border circulation of vehicles.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

General requirements for registration certificates

With effect from 3 years after the entry into force (as opposed to 4 years proposed by the Commission), Member States should only issue physical registration certificates. Upon request of the applicant, Member States should also issue a physical registration certificate without undue delay. Member States should ensure that the procedures for obtaining a physical registration certificate are simple and user-friendly, and that applicants can fulfil their registration obligations effectively, regardless of their level of digital access.

Physical registration certificates

Member States should include one or more QR codes on the physical registration certificates in paper format which they issue. The QR code should allow the verification of the authenticity of the information reported on the physical registration certificate.

Mobile registration certificates

Member States should ensure that mobile registration certificates are issued **free of charge** as electronic attestations of attributes to the European Digital Identity Wallets. The wallets should provide authorised persons with the possibility, *inter alia*, to retrieve and store data to verify the validity, correctness and completeness of the authorisation of the vehicle to be used in road traffic.

Data recorded in vehicle registers

The content of the vehicle registers has been amended to include, *inter alia*: (i) relevant data from the certificate of conformity, including data on automated functions, in electronic format; (ii) information on any change to the ownership of vehicles and the holder of the registration certificate, including vehicles which are not authorised to be used in road traffic due to suspension, or due to the temporary de-registration of the vehicle or due to the cancellation of a registration of the vehicle; (iii) the date and the country where the vehicle was registered for the first time, except where the vehicle is classified as a vehicle of historic interest; (iv) has been stolen or otherwise unlawfully taken over, as confirmed by a police report issued to the last registration certificate holder and the last vehicle owner.

A new article has been included stating that holders of a vehicle should be granted free digital access to their vehicle-related data in the vehicle register.

Suspension of registration

Amendments introduced enhance Member State operational flexibility through a temporary de-registration mechanism, permitting vehicle suspension for up to 3 years with subsequent simplified re-registration procedures that do not require new technical inspections. Member States would retain the right to refuse re-registration where reasonable suspicion of fraud exists and may impose additional verification procedures or require new technical inspections in such circumstances, strengthening Member State capacity to combat cross-border vehicle fraud while maintaining proportionate administrative procedures.

The suspension should be effective until the vehicle has passed a new roadworthiness test.

Identification and re-registration of vehicles

Members stressed that a registration in a Member State should be cancelled when another Member State notifies a re-registration of the vehicle in its national registry.

Exchange of data

Member States should have six months from the adoption of the implementing acts laying down the necessary arrangements for the implementation of the functionalities of the electronic system to adapt their IT systems accordingly.

The Commission in collaboration with Member States should constantly monitor the implementation and correct any errors of the MOVE-Hub and continuously assess improvements to the MOVE-Hub after 3 years of entry into force.