### **Basic information**

### 2025/0097(COD)

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

Periodic roadworthiness tests for motor vehicles and their trailers. Technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union. 'Roadworthiness package'

Amending Directive 2014/45 2012/0184(COD)
Amending Directive 2025/0096 2012/0184(COD)

# Subject

- $2.10.03\ Standardisation,\ EC/EU\ standards\ and\ trade\ mark,\ certification,\ compliance$
- $3.20.06 \ Transport \ regulations, \ road \ safety, \ roadworthiness \ tests, \ driving \ licence$
- 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles
- 3.70.02 Atmospheric pollution, motor vehicle pollution

Awaiting committee decision

## Key players

European	Parl	iame	ent

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	GIESEKE Jens (EPP)	22/09/2025
	Shadow rapporteur	
	GONÇALVES Sérgio (S&D)	
	BLOM Rachel (PfE)	
	KRUTÍLEK Ondřej (ECR)	
	CHRISTENSEN Asger (Renew)	
	METZ Tilly (Greens/EFA)	
	KOUNTOURA Elena (The Left)	
	SCHNURRBUSCH Volker (ESN)	

# 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

Date E	Event	Reference	Summary
24/04/2025 L	Legislative proposal published	COM(2025)0180	Summary
10/07/2025	Committee referral announced in Parliament, 1st reading		

Fechnical information			
Procedure reference	2025/0097(COD)		
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)		
Procedure subtype	Legislation		
Legislative instrument	Directive		
Amendments and repeals	Amending Directive 2014/45 2012/0184(COD) Amending Directive 2025/0096 2012/0184(COD)		
Legal basis	Treaty on the Functioning of the EU TFEU 091-p1 Treaty on the Functioning of the EU TFEU 294-p7-ac		
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions		
Stage reached in procedure	Awaiting committee decision		
Committee dossier	TRAN/10/02754		

# **Documentation gateway**

# **European Commission**

Document type	Reference	Date	Summary
Legislative proposal	COM(2025)0180	24/04/2025	Summary
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	ES_PARLIAMENT	COM(2025)0180	30/06/2025	

Contribution		RO_SENA	TE	COM(2025)0180		04/07/2025	
Contribution		CZ_SENAT	ГЕ	COM(2025)0180		09/07/2025	
Contribution	ntribution IT_CHAM		SER	COM(2025)0180		14/07/2025	
Reasoned opinion	ned opinion SK_PARI		AMENT	PE776.829		01/09/2025	
Contribution		FR_SENAT	_SENATE COM(2025)0 <sup>-2</sup>			27/11/2025	
Other institutions and bodie	es es						
Institution/body	stitution/body Document type		Reference		Date		Summary
EESC	Economic and Social Comr	mittee:	ES1216/2	2025	18/09	/2025	

# 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
KOUNTOURA Elena	Shadow rapporteur	TRAN	19/11/2025	European Transport Workers' Federation
KOUNTOURA Elena	Shadow rapporteur	TRAN	06/11/2025	Association des Constructeurs Européens d'Automobiles
KOUNTOURA Elena	Shadow rapporteur	TRAN	06/11/2025	DEKRA e.V.
KOUNTOURA Elena	Shadow rapporteur	TRAN	05/11/2025	Fédération Internationale des Véhicules Anciens
CHRISTENSEN Asger	Shadow rapporteur	TRAN	16/10/2025	DIGITALEUROPE
SCHNURRBUSCH Volker	Shadow rapporteur	TRAN	15/10/2025	CITA
CHRISTENSEN Asger	Shadow rapporteur	TRAN	15/10/2025	DEKRA e.V.
KOUNTOURA Elena	Shadow rapporteur	TRAN	13/10/2025	European Transport Safety Council
CHRISTENSEN Asger	Shadow rapporteur	TRAN	13/10/2025	Association des Constructeurs Européens de Motocycles
CHRISTENSEN Asger	Shadow rapporteur	TRAN	13/10/2025	The International Motor Vehicle Inspection Committee
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
	Shadow			

BLOM Rachel	rapporteur	TRAN	23/09/2025	RAI Automotive Industry NL
CHRISTENSEN Asger	Shadow rapporteur	TRAN	09/07/2025	Association of European Automotive and Industrial Battery Manufacturers
BLOM Rachel	Shadow rapporteur	TRAN	08/07/2025	Association des Constructeurs Européens d'Automobiles
GIESEKE Jens	Rapporteur	TRAN	07/04/2025	PHINIA

#### Other Members

Transparency	ransparency				
Name	Date	Interest representatives			
KOUNTOURA Elena	19/11/2025	Car-Pass asbl			
ZŁOTOWSKI Kosma	01/10/2025	European Garage Equipment Association			
FERBER Markus	11/07/2025	TÜV-Verband e. V.			
FERBER Markus	12/06/2025	DEKRA e.V.			

# Periodic roadworthiness tests for motor vehicles and their trailers. Technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union. 'Roadworthiness package'

2025/0097(COD) - 24/04/2025 - Legislative proposal

PURPOSE: to improve road safety, facilitate the free movement of persons and reduce pollutant emissions by amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union.

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: provisions regarding roadworthiness testing have been part of Union legislation for decades. They are however subject to gradual harmonisation. Union law to that effect was last revised in 2014 with the 'Roadworthiness Packager'. To improve enforcement, consecutive revisions of those rules gradually extended the scope of vehicles to be tested and the scope of the harmonised rules, including those on roadside inspections and vehicle registration documents. They specified and updated the required test methods, procedures and related documents to reflect technological progress.

CONTENT: Member States have implemented Directives 2014/45/EU and 2014/47/EU in different ways, and a significant number of amendments are being proposed. The Commission's proposal for revising Directives 2014/45/EU and 2014/47/EU are interrelated and aim to improve road safety in the EU, contribute to sustainable mobility and facilitate the free movement of people and goods in the EU.

The main provisions that substantially change the Directives or add new elements are described below.

#### Amendments to Directive 2014/45/EU

These aim to:

- include **electrically powered motorcycles** in the scope next to those equipped with internal combustion engines, which are already in scope. For the same reason, the option to exclude motorcycles from the scope of roadworthiness testing is removed;
- introduce the possibility for the owners or holders of passenger cars to take **periodic roadworthiness tests** in a Member State other than the Member State of registration. The temporary roadworthiness certificate issued in this case will be valid for **six months**;
- ensure that vehicle manufacturers must make the technical information necessary for roadworthiness testing available to Member States' competent authorities **free of charge**. These authorities must then make the data available to their testing centres;

- extend the obligation to **record odometer readings** beyond PTI centres to any service provider that carries out repairs or maintenance work on a vehicle for payment;
- ensure that vehicle manufacturers send regular odometer readings from their connected vehicles;
- ensure annual testing is carried out of cars and vans that are more than **10 years old**. It also requires vans to be subject to **exhaust emissions tests every year** following their date of first registration;
- accommodate the extension of scope to electrically powered motorcycles and to allow Member States to exempt only those vehicles from exhaust emissions or noise testing that successfully passed a corresponding technical roadside inspection failures during the **six months** before the PTI;
- guarantee that the digital version of the roadworthiness certificate becomes the default solution and that it is recognised by all Member States;
- introduce an obligation on Member States to connect their national vehicle registers and roadworthiness databases with the **MOVE-HUB platform** developed by the Commission, for relevant data to be exchanged during periodic roadworthiness testing.

#### Amendments to Directive 2014/47/EU

These amendments aim to:

- include vans in the scope and apply the provisions on remote sensing to cars and motorcycles;
- require Member States to make use of remote sensing technology to **screen the noise and exhaust emissions** of large parts of their vehicle fleet to identify potentially high-emitting vehicles (of any vehicle category). Member States will be required to check the emissions of those vehicles either at a roadside check or by inviting the owner or holder of the vehicle to a PTI centre. The proposal provides for the methods to check the emissions of vehicles registered in a Member State other than the one where the remote sensing measurement took place;
- provide effective penalties for obvious tampering with a vehicle's components, including emission control and safety systems;
- oblige Member States to connect their national vehicle registers and roadworthiness databases with the **MOVE-HUB platform** developed by the Commission, for relevant data to be exchanged during roadside inspections.

#### 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.