



Basic information**2025/0097(COD)**COD - Ordinary legislative procedure (ex-codecision procedure)
Directive

Awaiting Parliament's position in 1st reading

Periodic roadworthiness tests and technical roadside inspection
(Roadworthiness package)Amending Directive 2014/45 2012/0184(COD)
Amending Directive 2025/0096 2012/0184(COD)**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**Key players**






European Parliament	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				

Key events

Date	Event	Reference	Summary
24/04/2025	Legislative proposal published	COM(2025)0180 	Summary
10/07/2025	Committee referral announced in Parliament, 1st reading		
05/05/2026	Vote in committee, 1st reading		
05/05/2026	Committee decision to open interinstitutional negotiations with report adopted in committee		
08/05/2026	Committee report tabled for plenary, 1st reading	A10-0139/2026	Summary
18/05/2026	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
21/05/2026	Results of vote in Parliament		
21/05/2026	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71 - vote)		

Technical 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 European Union TFEU 091-p1 Treaty on the Functioning of the European Union TFEU 294-p7-ac
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/10/02754

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE781.387	15/12/2025	
Amendments tabled in committee		PE782.354	21/01/2026	
Amendments tabled in committee		PE782.201	28/01/2026	
Committee report tabled for plenary, 1st reading/single reading		A10-0139/2026	08/05/2026	Summary
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_SENATE	COM(2025)0180	04/07/2025	
Contribution	CZ_SENATE	COM(2025)0180	09/07/2025	
Contribution	IT_CHAMBER	COM(2025)0180	14/07/2025	
Contribution	IT_SENATE	COM(2025)0180	04/08/2025	
Contribution	DE_BUNDESRAT	COM(2025)0180	11/08/2025	
Reasoned opinion	SK_PARLIAMENT	PE776.829	01/09/2025	
Contribution	FR_SENATE	COM(2025)0180	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

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Transparency

Name	Role	Committee	Date	Interest representatives
GONÇALVES Sérgio	Shadow rapporteur	TRAN	25/02/2026	OPUS GROUP AB
GONÇALVES Sérgio	Shadow rapporteur	TRAN	14/01/2026	Flanders Environment Agency
GONÇALVES Sérgio	Shadow rapporteur	TRAN	11/12/2025	TÜV-Verband e. V.
GONÇALVES Sérgio	Shadow rapporteur	TRAN	11/12/2025	Association for Emissions Control and Climate
GONÇALVES Sérgio	Shadow rapporteur	TRAN	11/12/2025	Acea S.p.A.
GONÇALVES Sérgio	Shadow rapporteur	TRAN	11/12/2025	DEKRA e.V.
GONÇALVES Sérgio	Shadow rapporteur	TRAN	11/12/2025	Mobilians
GONÇALVES Sérgio	Shadow rapporteur	TRAN	10/12/2025	European Transport Workers' Federation
GIESEKE Jens	Rapporteur	TRAN	05/12/2025	GTÜ Gesellschaft für Technische Überwachung mbH
GIESEKE Jens	Rapporteur	TRAN	03/12/2025	Association for Emissions Control by Catalyst
GONÇALVES Sérgio	Shadow rapporteur	TRAN	03/12/2025	European Transport Safety Council
GIESEKE Jens	Rapporteur	TRAN	01/12/2025	International Road Transport Union Permanent Delegation to the EU
CHRISTENSEN Asger	Shadow rapporteur	TRAN	01/12/2025	International Road Transport Union Permanent Delegation to the EU
KOUNTOURA Elena	Shadow rapporteur	TRAN	19/11/2025	European Transport Workers' Federation
CHRISTENSEN Asger	Shadow rapporteur	TRAN	18/11/2025	Association for Emissions Control by Catalyst
KOUNTOURA Elena	Shadow rapporteur	TRAN	06/11/2025	DEKRA e.V.
KOUNTOURA Elena	Shadow rapporteur	TRAN	06/11/2025	Association des Constructeurs Européens d'Automobiles
GIESEKE Jens	Rapporteur	TRAN	06/11/2025	GTÜ Gesellschaft für Technische Überwachung mbH
KOUNTOURA Elena	Shadow rapporteur	TRAN	05/11/2025	Fédération Internationale des Véhicules Anciens
GIESEKE Jens	Rapporteur	TRAN	24/10/2025	Allgemeiner Deutscher Automobil-Club e.V.
CHRISTENSEN Asger	Shadow rapporteur	TRAN	16/10/2025	DIGITALEUROPE
GONÇALVES Sérgio	Shadow rapporteur	TRAN	16/10/2025	Car-Pass asbl
GONÇALVES Sérgio	Shadow rapporteur	TRAN	16/10/2025	OPUS GROUP AB
GONÇALVES Sérgio	Shadow rapporteur	TRAN	16/10/2025	Fédération Internationale de Motocyclisme
SCHNURBUSCH	Shadow			

Volker	rapporteur	TRAN	15/10/2025	CITA
CHRISTENSEN Asger	Shadow rapporteur	TRAN	15/10/2025	DEKRA e.V.
CHRISTENSEN Asger	Shadow rapporteur	TRAN	15/10/2025	Automotive Mobility Europe
KOUNTOURA Elena	Shadow rapporteur	TRAN	13/10/2025	European Transport Safety Council
CHRISTENSEN Asger	Shadow rapporteur	TRAN	13/10/2025	The International Motor Vehicle Inspection Committee
CHRISTENSEN Asger	Shadow rapporteur	TRAN	13/10/2025	Association des Constructeurs Européens de Motocycles
CHRISTENSEN Asger	Shadow rapporteur	TRAN	02/10/2025	OPUS GROUP AB
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
GIESEKE Jens	Rapporteur	TRAN	30/09/2025	DEKRA e.V.
CHRISTENSEN Asger	Shadow rapporteur	TRAN	24/09/2025	European Transport Safety Council
BLOM Rachel	Shadow rapporteur	TRAN	23/09/2025	RAI Automotive Industry NL
GIESEKE Jens	Rapporteur	TRAN	23/09/2025	European Transport Safety Council
GIESEKE Jens	Rapporteur	TRAN	23/09/2025	Waymo
GIESEKE Jens	Rapporteur	TRAN	23/09/2025	Car-Pass asbl
GONÇALVES Sérgio	Shadow rapporteur	TRAN	04/09/2025	European Transport Safety Council
GONÇALVES Sérgio	Shadow rapporteur	TRAN	17/07/2025	International Road Transport Union Permanent Delegation to the EU
GONÇALVES Sérgio	Shadow rapporteur	TRAN	17/07/2025	Federation Internationale de l'Automobile
GONÇALVES Sérgio	Shadow rapporteur	TRAN	17/07/2025	The International Motor Vehicle Inspection Committee
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		
Name	Date	Interest representatives
VIND Marianne	04/05/2026	DEKRA e.V.
KIRCHER Sophia	07/04/2026	Österreichischer Automobil-, Motorrad- und Touring Club

FERBER Markus	05/02/2026	TÜV-Verband e. V.
FERBER Markus	02/02/2026	DEKRA e.V.
ZŁOTOWSKI Kosma	28/01/2026	European Garage Equipment Association
BALJEU Jeannette	14/01/2026	BOVAG
HAIDER Roman	12/01/2026	Kreab
COSTANZO Vivien	04/12/2025	OPUS GROUP AB
KOUNTOURA Elena	19/11/2025	Car-Pass asbl
RICCI Matteo	18/11/2025	Ferrari
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 and technical roadside inspection (Roadworthiness package)

2025/0097(COD) - 08/05/2026 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Jens GIESEKE (EPP, DE) on the proposal for a directive of the European Parliament and of the Council 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.

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:

Combating odometer tampering

To tackle odometer fraud and tampering on the second-hand car market, Members support a new requirement for vehicle repair garages to record cars' and vans' odometer readings and for manufacturers to enter readings from connected vehicles into a national database. However, to avoid additional work for small and medium-sized companies, Members only want this requirement to kick in if the repair takes more than one hour. Member States should also require vehicle manufacturers to transmit the **odometer readings of connected vehicles** which they have produced every three months starting from the date of first registration of the vehicle.

Within three years of the directive entering into force, the European Commission must evaluate the quality, availability, and usefulness of the odometer data system. The Commission should create a multilingual EU website explaining how buyers can obtain a vehicle's mileage history free of charge before purchasing a used car, including in cross-border sales within the EU.

Roadside inspections

The current rules provide for an EU-level target of 5% of buses and trucks checked via technical roadside inspections. Members agreed that the 5% should be a national target instead, and want roadside inspections to be extended to vans. Members also agreed that roadside inspections should also screen cars, motorcycles, vans, trucks and buses for their polluting emissions and require potentially high-emitting vehicles to undergo further technical inspections. EU countries could use the same system to tackle noise emissions.

New roadworthiness and EU temporary roadworthiness certificates

Member States should ensure that testing centres or, where relevant, the competent authorities, which have carried out a roadworthiness test on a vehicle issue a roadworthiness certificate or an EU temporary roadworthiness certificate, for that vehicle indicating at least the standardised elements of the corresponding harmonised Union codes as laid down in Annex II. Member States will ensure roadworthiness certificates are issued as electronic attestations of attributes to European Digital Identity Wallets.

Member States should ensure that roadworthiness and EU temporary roadworthiness certificates contain the information necessary for authentication and validation of those certificates. They should also inform the Commission of trusted issuers of roadworthiness and EU temporary roadworthiness certificates which they will keep up to date. The Commission will make a list of those issuers publicly available through a secure channel and in an electronically signed or sealed form suitable for automated processing.

Testing centres should communicate electronically to the competent authority of the Member State concerned, the information included in the roadworthiness and EU temporary roadworthiness certificates which they issue.

Deficiencies

In the case of minor deficiencies only, the test should be deemed to have been passed, the deficiencies will be rectified, and the vehicle should not be re-tested. The relevant information about these deficiencies should be provided to the inspector at the next periodic technical inspection to allow them to verify if they have been rectified.

Member States should lay down effective, proportionate dissuasive, and non-discriminatory penalties for any proven tampering or manipulation of a component of the vehicle relating to its emission control system, silencer, safety-related systems, or odometer, with the aim of reducing or misrepresenting the distance record of a vehicle.

Motorcycles

The report stressed that the testing of motorcycles with an engine capacity above 125 cm³ should be mandatory. Member States should set appropriate intervals as well as areas, items and appropriate methods of testing. As a result, the current possibility of an opt-out for motorcycles with an engine capacity above 125 cm³ is no longer appropriate, and periodic testing should be mandatory for such vehicles without exception due to the evidence showing that regular inspections of motorcycles are associated with significantly lower fatality rates.

Cooperation between Member States

Member States should provide access to data regarding the content of the certificates of conformity, the last roadworthiness or EU temporary roadworthiness certificates, any technical roadside inspection report, and the odometer history of the vehicle, stored in national databases, to the competent authorities of and testing centres authorised by other Member States.

Periodic roadworthiness tests and technical roadside inspection (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 Package'. 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.