

Roadworthiness package

CONTEXT

The roadworthiness package (RWP), last updated in 2014, aims to ensure that minimum standards are maintained by vehicle owners to ensure road safety and an adequate environmental performance of vehicles in the EU. The evaluation of the 2014 RWP found that unsafe and polluting vehicles are still circulating, and that the package has not been fully effective at achieving its objectives so far.

The RWP's current revision seeks to further improve road safety and sustainable mobility and facilitate the free movement of people and goods. It consists of two proposals addressing three directives: Directive 2014/46 on registration documents for vehicles, under one procedure; and Directive 2014/45 on periodic technical inspection and Directive 2014/47 on roadside inspection, under another.

The new measures are aimed at reducing road fatalities, making roadworthiness testing more objective, reducing tampering, and improving storage and exchange of specific vehicle data to improve mutual recognition across countries.

LEGISLATIVE PROPOSALS

[2025/0096\(COD\)](#) – 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 – [COM\(2025\) 179](#), 24.4.2025.

[2025/0097\(COD\)](#) – 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 – [COM\(2025\) 180](#), 24.4.2025.

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NEXT STEPS IN THE EUROPEAN PARLIAMENT

For the latest developments in this legislative procedure, see the Legislative Train Schedule:

[2025/0096\(COD\)](#) and [2025/0097\(COD\)](#).



Issue

As announced in its [sustainable and smart mobility strategy](#) and in its [work programme for 2023](#), the European Commission revised its roadworthiness package (RWP) in 2023, almost a decade after its publication in 2014. The evaluation concluded that the 2014 RWP was only partially successful in increasing road safety and decreasing pollutants. Unsafe vehicles are still driving on EU roads, without being identified at periodic technical or roadside inspections. Furthermore, air pollutants and noise emissions are not sufficiently detected, and enforcement of rules in cross-border situations and trade is not effective. The current revision is meant to address these issues. It consists of two proposals.

One proposal addresses [Directive 2014/46/EU](#) on the registration documents for vehicles (**VRD Directive**), which amended Council Directive 1999/37/EC. The Commission proposes to repeal and replace Directive 1999/37/EC to incorporate the new amendments.

The second proposal addresses the two other directives that are part of this package: [Directive 2014/45/EU](#) on the periodic technical inspection (PTI), or roadworthiness tests, for motor vehicles (**PTI Directive**) and [Directive 2014/47/EU](#) on the technical roadside inspection (RSI) of commercial vehicles (**RSI Directive**). The new proposal is amending both directives.

Main points of the proposal

A main goal of the revision is to harmonise the EU vehicle registration framework improving **road safety**, contributing to **sustainable mobility** and facilitating the **free movement of people and goods** in the EU. The proposal further aims to contribute to both the long-term 'vision zero' objective and to targets of reducing road deaths and serious injuries by 50 % in 2030. The new rules mainly change the vehicle types affected, adapt testing and inspection methods to technological advancements, and progress digitalisation and data exchange for cross-border cooperation.

The **VRD Directive** regulates the electronic recording of data on all vehicles registered in a Member State's territory and harmonised procedures concerning the suspension of a vehicle's registration. The main changes of the proposal reviewing and replacing Directive 1999/37 on vehicle registration documents concern:

- digital vehicle registration and testing certificates;
- simplified cross-border data sharing through the MOVE-HUB system and Member States' requirement to provide each other with access to registration data;
- additional data to be included in national vehicle registers.

The **PTI Directive** ensures that most vehicles and trailers are inspected at regular intervals. It defines the conditions and procedures for certification. The main changes of the proposed review concern:

- expanded testing for electrically powered motorcycles over 125 cubic centimetres (cm³) now included in the scope of roadworthiness testing;
- annual PTIs for older cars (10+ years), and annual emissions tests for vans;
- enhanced inspections, including for electric vehicles and advanced driver-assistance systems (ADAS), as well as advanced emissions testing;
- the possibility for PTIs for cars to be undertaken in another Member State;
- the obligation for manufacturers to share technical information with Member States' authorities free of charge so that testing centres can access it;

- prevention of odometer fraud (i.e. mileage tampering; an [odometer](#) is an instrument indicating the total distance driven by the vehicle since its production), with service providers required to record odometer readings and manufacturers required to transmit regular odometer data from connected vehicles;
- standardised digital PTI certificates recognised EU-wide;
- connection of national vehicle registers and roadworthiness databases to the EU's MOVE-HUB platform.

The **RSI Directive** similarly regulates roadside inspections of motor vehicles and their trailers used for professional transport. The proposed changes concern:

- inclusion of vans into roadside inspections;
- emissions and noise measurement by remote sensing;
- tampering penalties;
- data integration into MOVE-HUB for coordinated roadside inspection data exchange;
- reduction of reporting frequency from every two to every three years to ease administrative burden.

According to the Commission's [impact assessment](#), by banning unsafe vehicles from EU roads, it is estimated that around 7 000 lives and 65 000 serious injuries will be saved between 2026 and 2050. New rules can lead to the reduction of fine particle and nitrogen oxide emissions in road transport by about 20 %. Cross-border exchange of information can protect citizens from fraud and help better detect odometer fraud. New testing methods are further adapted to new technologies, such as advanced driver-assistance systems and electric vehicles to improve detection. The total benefits of the policy option are estimated at over €390 billion.

Parliament's prior position

On 27 April 2021, the European Parliament [adopted](#) a resolution on the implementation report on the road safety aspects of the 2014 roadworthiness package. Parliament was of the opinion that the transposition of the roadworthiness package at national level has shown improved harmonisation of national procedures in the Member States, in particular for the content and methods of testing. According to Parliament, the transposition of the 2014 package has also helped in increasing the quality of periodic technical inspections and countries' coordination in roadside inspection, as well as road safety standards. For the forthcoming revision of the roadworthiness package, Parliament called on the Commission, among other things:

- to include advanced safety systems to ensure they are checked during periodic technical inspections;
- to strengthen the inspection of cargo securing;
- to tighten the roadworthiness test regime and introduce the obligation of additional checks for vans used by parcel delivery service providers once a specific mileage has been reached, and to consider extending this obligation to other vehicles in these categories used for further commercial purposes.

In its October 2021 [resolution](#) on the 2021-2030 EU road safety policy framework, Parliament urged the Commission to strengthen the roadworthiness testing regime, to keep pace with technical advances in vehicle safety features.

Prior positions of other EU institutions

Council

On 23 May 2025, the Polish Presidency [initiated](#) the discussion on the roadworthiness package in the Council, and invited Member States to hold an exchange of views.

On 4 December 2025, transport ministers set the Council's position on the roadworthiness package, reflecting concerns regarding additional costs for vehicle owners, and taking into account that new test methods for nitrogen oxides were not yet fully developed or not widely deployed. The main elements of the Council's position include the following:

- **Technical inspections:** the scope of tests and minimum frequencies is maintained. This means that the proposed switch to annual instead of biannual testing after 10 years is not followed. The current exception to exclude motor bikes from the scope of tests is also maintained.
- **Emissions testing:** the position does not include more frequent emissions testing for vans but incorporates light-duty commercial vehicles into the roadside inspection system, which is currently focused on vehicles above 3.5 tonnes. A major step forward in the efficiency of regular emissions testing is expected from the introduction of new emissions measuring methods for nitrogen oxide and particle number emissions, which can be supplemented by remote sensing of emissions in the wider road network.
- **Temporary certificate issued in another Member State than where the vehicle is registered:** the Council follows the Commission's proposal of offering drivers the possibility to obtain a temporary roadworthiness certificate in another Member State than that where the vehicle is registered, while also expanding the scope to light commercial vehicles. This temporary certificate will allow further circulation for another six months. Next, drivers will need to ensure testing in the six months after the issuing of the temporary certificate in the Member State of registration.

Advisory Committees

On 2 June 2025, the Council [consulted](#) the European Economic and Social Committee (EESC) and the European Committee of the Regions (CoR). In its [opinion](#) of 18 September 2025, the EESC emphasises the importance of road safety and a systemic approach to improve safe road infrastructure. It stresses the need for standardised tests and to ensure that technicians and well-equipped inspection centres are available, and proposes establishing a European framework for the training and certification of inspection staff. The EESC encourages Member States and the Commission to adopt support measures to ensure that adapting to the new rules does not exacerbate social inequalities. The CoR is yet to publish its opinion.

Preparation of the proposal

The Commission conducted two reports back-to-back in preparation of the proposal.

First, the [evaluation](#) of the 2014 RWP, published on 24 April 2025, found that the framework currently in use was **partially successful** in achieving its objectives, but that not all defective vehicles are being detected, and that results differ between Member States. Three main problems were identified.

- **Type and scope of testing:** some unsafe vehicles are currently not being detected because they are not subject to testing. These include vehicles with safety-related tampering and vehicles with incorrectly secured cargo.
- **Insufficient control of air pollutant and noise emissions:** the 2014 RWP is not adapted to the latest technologies, and some periodic roadworthiness tests and equipment need to be adapted, as they are no longer capable of detecting emissions exceedances in the latest internal combustion engine vehicles. The measurement of nitrogen oxide emissions or particle number values for new cars are not covered by the current RWP.
- **Cross-border cooperation:** the current framework governing the exchange of information on test results between Member States has proven ineffective. While legislation mentions the possibility of electronic data exchange between Member State authorities, not all Member States make use of it. The harmonisation of vehicle registration documents has made it easier for citizens to register vehicles from other Member States and the European Economic Area, but there is room for improvement in the digitalisation process and in the mutual recognition of periodic technical inspections between Member States.

Second, the Commission's [impact assessment](#) on the possible revision of the Directives of the RWP, published the same day, describes possible strategies to ensure consistency, objectivity and quality of roadworthiness testing, to reduce tampering and to better detect deficient vehicles and improve electronic storage and data exchange. The suggested policy options combine several measures to address the defined problem, mainly:

- adapting PTI to EVs and inclusion of new test items;
- new emissions test methods for both particles and nitrogen oxides, and to capture high-emitting and tampered vehicles;
- digitalisation of the roadworthiness certificate;
- a requirement for Member States to record odometer readings in national databases and make them accessible.

The preferred policy option (PO2) further includes measures on efficient use of vehicle data from PO1a, and inspections using remote sensing technology from PO1b. It is, however, less ambitious than PO3, which would have gone further in harmonising the scope and methods of roadworthiness testing and mutual recognition of PTI certificates.

The EPRS's initial [appraisal of the Commission's impact assessment](#) on the roadworthiness package analyses the Commission document's strengths and weaknesses. The appraisal states that, while the Commission's impact assessment clearly identifies the problems and their drivers, the described policy options are partially cumulative and do not present entirely distinct alternatives. Moreover, it criticises the fact that some stakeholder groups such as citizens and small and medium-sized enterprises were not sufficiently consulted. According to the appraisal, the current proposal is mostly in line with the impact assessment's preferred option.

Points of view

The International Road Transport Union (IRU) welcomes the Commission's roadworthiness package proposal, describing it, in a [statement](#) of 25 April 2024, as striking 'a positive balance between

enhancing road safety and embracing digital solutions, while avoiding unnecessary burdens for commercial road transport operators'.

In their 24 June 2025 [position paper](#), the European Automobile Manufacturers' Association (ACEA) acknowledges the impact of PTIs on road safety, but criticises the increased scope of inspections and added requirements in the new directives. It questions whether the increased bureaucratic demands will have a tangible impact on road safety improvements. The ACEA asks for lower data sharing requirements, notes challenges with noise measurements, and emphasises the need for further development on odometer reading and reporting.

In its June 2025 [position paper](#), the European Transport Safety Council (ETSC) recommends several technical changes to the current roadworthiness package. Many of these, such as extending testing to cover motorcycles (at least those over 125 cm³) and assisted driving systems, comply with the Commission's proposal. Some recommendations, such as the extension of PTI to mopeds and motorcycles under 125 cm³ and KPI-based quality monitoring systems for inspections, are not part of the Commission proposal.

The [Spanish Parliament](#) and the Slovakian Parliament (contribution not yet published) have voiced their opinions on the PTI and RSI Directives.

The [Senate of Romania](#), the [Senate of the Parliament of the Czech Republic](#) and the [Italian Chamber of Deputies](#) have expressed opinions on the VRD Directive.

The four parliaments that have so far published their contributions (Spanish, Romanian, Czech and Italian) have acknowledged the need to modernise vehicle registration and inspection legislation. The Czech, Italian and Romanian parliaments call for longer implementation periods than proposed by the Commission, noting the significant financial, staffing and organisational challenges involved. The Italian parliament additionally raises concerns about duplicating existing systems (such as [EUCARIS](#), the European Car and Driving Licence Information System), and proposes allowing commercial vehicles to undergo inspections in Member States other than their registration country. The Spanish parliament opposes the mandatory use of remote sensing for roadside emissions screening as described in Directive 2014/47/EU due to technological limitations, low reliability and a lack of legal guarantees to impose obligations on citizens based on this technology.

EUROPEAN PARLIAMENT SUPPORTING ANALYSIS

Dinu, A., [Implementation of the roadworthiness package](#), EPRS, European Parliament, September 2020.

Sarris, N., [Roadworthiness package](#), EPRS, European Parliament, September 2025.

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