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WORKING DOCUMENT

From: To:	General Secretariat of the Council Working Party on Land Transport
N° Cion doc.:	ST 8255/25 + ADD 1
Subject:	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 - Presidency non-paper on light-duty vehicles

Delegations will find, attached, a non-paper from the Presidency on rules for light-duty vehicles. Delegations are invited to discuss the approach in the next meeting of the Working Party on Land Transport on 2 October 2025.

Roadworthiness package: Proposal on Periodic Roadworthiness Tests and Technical Roadside Inspection

Presidency non-paper on light-duty vehicles

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Reflecting on the various new rules in the Commission's proposal for vans (new NOx and PN test at PTI, yearly testing of these emissions, obligatory roadside inspection and remote sensing), and following delegations' interventions related to vans in the Woking Party so far, the Presidency considers that a focused discussion on vans might be useful to advance in building the compromise.

Based on its preliminary reflections so far, **the Presidency proposes the following way forward**:

It is too burdensome and not proportionate to introduce yearly emission tests of N1 vehicles and, in parallel, to add them to the RSI directive. As pointed out by several delegations, the enlargement of the scope of the RSI directive would contribute directly to emission control outside of the PTI schedule. Therefore, the Presidency would like to suggest the following:

- Deleting the proposed yearly emission tests of N1 vehicles, and
- Keeping the inclusion of category N1 vehicles in the RSI directive. RSI has been found useful to catch non-compliant vehicles.

In addition, the Presidency would like to address another new element of the proposal, for which, in the proposal, the scope is limited to M1 vehicles:

The scope of EU temporary roadworthiness certificates could be enlarged to also apply for owners of category N1 vehicles. This would entail more flexibility for the vehicle operators that operate cross-border, as they would be able to get their vehicles' inspection in other member states for a limited time period of six months.

From a conceptual perspective, **the Presidency is seeking Member States' views** on the underlying motivation and the possible regulatory responses:

The Commission basis the additional requirements for vans on the argument that this would create a level-playing field with trucks.

- Do MS agree with the reasoning that there should be a level-playing field between these two vehicle groups?
- If this is a shared view, the way to achieve a level-playing field chosen in the Commission's proposal is not the only option. Instead of increasing the requirements for vans, changes could consist in a conversion in which both groups of vehicles are concerned:

A) PTI

Possible alternative: Changing the frequency of testing for heavy duty vehicles:

- from yearly after the date on which the vehicle was first registered, to:
- three years after the date on which the vehicle was first registered, and thereafter every other year, or every year

As a consequence, changing the frequency of testing for N1 vehicles in accordance with heavy duty vehicles, so that their testing would evolve:

- from four years after the date on which the vehicle was first registered, and thereafter every two years, to:
- three years after the date on which the vehicle was first registered, and thereafter every other year, or every year.

B) RSI

Deleting the suggested fleet-related roadside inspection targets at national level for, on the one hand, busses, heavy duty vehicles, trailers and tractors, and, on the other hand, light duty vehicles.

Instead, the Directive could oblige each Member State to carry out an appropriate number of checks proportionate to the total number of the vehicles registered in its territory, that they report to the Commission.

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