Council of the European Union
General Secretariat

PUBLIC

**Interinstitutional files:**
**2025/0096 (COD)**
**2025/0097 (COD)**

**Brussels, 30 April 2025**

**WK 5526/2025 INIT**

**LIMITE**

**TRANS**
**CODEC**
**ENV**
**MI**

*This is a paper intended for a specific community of recipients. Handling and further distribution are under the sole responsibility of community members.*

**WORKING DOCUMENT**

| | |
|---|---|
| From: | General Secretariat of the Council |
| To: | Working Party on Land Transport |
| 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<br>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<br>- Presentation by the Commission services |

Delegations will find attached a general presentation on the revision of the Roadworthiness package given by the Commission services during the Land Transport working party on 30 April 2025.

European Commission

PUBLIC



SUSTAINABLE & SMART
**MOBILITY STRATEGY**

# ROAD SAFETY

## Revision of the Roadworthiness Package

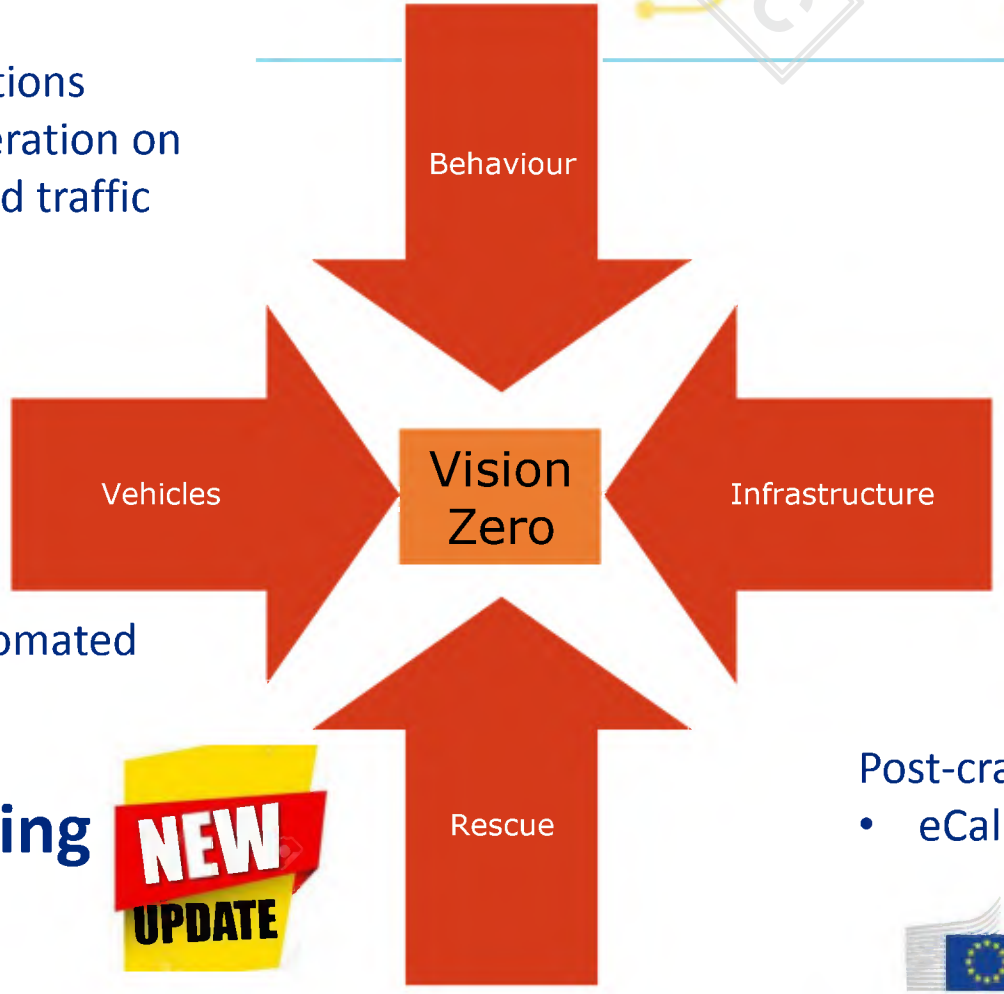
## Land Transport WP
## 30 April 2025

Mobility and Transport

PUBLIC

# Safe system approach in the EU

- Driving Licences
- Driving disqualifications
- Cross-border cooperation on enforcement of road traffic rules




- Road Infrastructure Safety management
- Intelligent transport systems
- TEN-T road safety angle

- General Safety Regulation
- Connected, cooperative and automated mobility
- Automated driving systems
- **Roadworthiness testing**




Post-crash care

- eCall

PUBLIC

# Package of three Directives

(revised in two legal proposals):

- Directive 2014/45/EU on the periodic roadworthiness tests for motor vehicles and their trailers (**PTI Directive**),
- Directive 2014/47/EU on the technical roadside inspections of commercial vehicles (**RSI Directive**), and
- Directive 1999/37/EC as amended by Directive 2014/46/EU on the registration documents for vehicles (**VRD Directive**).



PUBLIC

# Why the need to revise the roadworthiness legislation?



- Insufficient decrease in road fatalities, while unsafe vehicles are still present on EU roads [contributing to crashes as the main cause or as a contributing factor].

- Current testing methods have not been adapted to new technologies (such as advanced driver-assistance systems) and electric vehicles.

PUBLIC

# Why the need to revise the roadworthiness legislation? (cont.)



- Insufficient control of vehicle air pollutant and noise emissions, current testing not fit to help reduce air pollution and noise.
- Air pollutant emissions from road transport responsible for 35.5% of nitrogen oxides ($NO_X$), 8.1% of $PM_{2.5}$ and 9.5% of $PM_{10}$ emissions. In cities, these % are expected to be even higher.
- Estimated 70,000 premature deaths in the EU can be attributed to road transport emissions.

PUBLIC

# Why the need to revise the roadworthiness legislation? (cont.)




- The current rules are not effective in helping to enforce rules in EU cross-border traffic (some vehicle data not available or not up to date) and trade of vehicles (e.g. odometer fraud).
- Estimated at 2.2 to 10% of used cars in national sales and 4.4 to 25.7% of cross-border sales.
- Costing around EUR 10.7 billion in 2030 and EUR 11.7 billion in 2050 for European consumers.

PUBLIC

# Objectives of the revision:



## Ensure

Ensure the consistency, objectivity and quality of roadworthiness testing of today and tomorrow's vehicles

- testing electric vehicles (EVs) and electronic safety, including advanced driver assistance systems (ADAS)
- newly developed test methods need to be incorporated into PTIs and RSIs



## Reduce

Significantly reduce tampering and improve the detection of defective vehicles

- improving emission testing (air pollution and noise)
- providing better tools to detect modifications to safety features, especially vehicle software
- making inspections more frequent and more targeted



## Improve

Improve electronic storage and the exchange of relevant vehicle identification and status data

- more accurate status data (such as mileage)
- an efficient and effective exchange of information among Member States

PUBLIC

# *Key elements of the RWP revision – What will change?*

## New test methods, extended scope

- **adapt periodical technical inspection** (PTI) to electric vehicles
- include new test items for **electronic safety systems** through electronic PTI (ePTI, including the testing of software integrity of safety- and emission-relevant systems)
- **new emission test methods** for fine particles and NOx to capture high emitting vehicles, including tampered ones
- **yearly emission testing** of light commercial vehicles
- NOx, particles, and noise measurement by **remote sensing** in roadside inspection of all vehicles
- More frequent recording of **odometer readings** in national databases and making those records available to other Member States in the case of re-registration.

PUBLIC

# *Key elements of the RWP revision – What will change?*

## New test methods, extended scope (cont.)

- mandatory PTI for motorcycles over 125 cm3 or **11kW** (**remove opt-out**)
- mandatory inspection of cargo securing at roadside inspection
- mandatory annual PTIs for vehicles older than 10 years

## Data governance, digitalisation, vehicle register

- digitalisation of the roadworthiness certificate and vehicle registration certificate
- linking accurate national vehicle registers; extending the set of harmonised vehicle data
- recognition of a PTI certificate issued by another Member State for passenger cars for a period of six months; an option to recognise PTIs carried out abroad indefinitely (for any vehicle category)
- data governance: easier access to vehicle technical information by testing centres free of charge

PUBLIC

# Comparison (today vs future)

## Periodic technical inspections – scope and frequency of testing

### Current scope

- Cars, vans (4-2-2-)
- Ambulances, taxis, like buses, lorries and large trailers (O3, O4) – yearly
- Tractors used for haulage (T-cat., 4-2-2)
- L-cat. (motorcycles, …) >125 cm3 since 2022, option to apply alternative measures

### Proposed changes

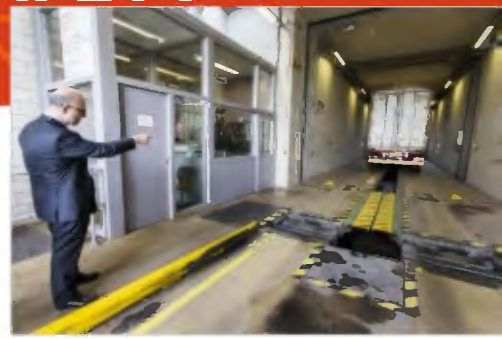
- Cars, vans (4-2-2-2-1-)
- Annual emission test for vans from year 1
- No change for HDVs and tractors
- Include electric vehicles and remove opt out for L-cat.



PUBLIC

# Comparison (today vs future)

## PTI – responsibilities and content of testing



### Main existing requirements

- MS of registration to carry out PTI – authority or authorised private body
- Issue RW certificate (Annex II), to be recognised by other MSs
- Assess deficiencies according to Annex I (minor, major, dangerous)
- No specific rules on EVs
- Outdated emission testing (opacity)
- Recording and making available odometer readings at the time of PTI

### Proposed changes

- MS of reg. to recognise PTI undertaken in another MS temporarily (6 months) for cars; option to recognise such PTIs indefinitely
- RW certificate in digital format (already an option today)
- Adapt PTI to electric/hybrid vehicles and updates re electronic safety systems
- Particle number and $NO_X$-testing
- Recording odometer readings each time the vehicle is serviced and making odometer history available to inspectors, reg. cert. holders, other MSs - exchange of vehicle data

PUBLIC

# Comparison (today vs future)

## Roadside inspections

- **Current scope**: heavy-duty vehicles
- **Main requirements, procedures**
  - 5% of fleet to be tested, avoid discrimination based on nationality
  - Based on risk rating or randomly
  - Independence, competence and training of inspectors (as in PTI)
  - Initial (mainly visual) and detailed inspection, if needed
  - Test items as in PTI, similar methods
  - Cargo securing (optional)
  - Exchange of information between contact points (use of ERRU)




**Proposed changes**

- Include light commercial vehicles (vans)
- Mandatory checks on **cargo securing**
- Particle number and $NO_X$-testing (as in PTI)
- Emission and noise measurement by **remote sensing** equipment, option to use plume chasing
- Electronic exchange of vehicle data on legal and technical status

PUBLIC

# Comparison (today vs future)

## Vehicle registration documents and data

### Main existing requirements

- Paper-based or smart card format
- Minimum set of mandatory data (Part I and II)
- Optional data elements (e.g. on emissions)
- Rules on suspension of authorisation to circulate
- Registration certificates mutually recognised
- Obligation on Member States to assist one another in the implementation of the Directive, but exchange of data only optional.

### Proposed changes

- Mobile registration certificate to be issued by default to the European Digital Identity Wallets
- Additional data to be included in national vehicle registers:
  - Information on significant modifications
  - Information on previous owner/holder
  - Country of first registration
  - Reason for deregistration (end-of life, export, theft, …)
  - Relevant data from eCoC
- Exchange of vehicle data on PTI/RSI data, odometer history via central hub

PUBLIC

# Benefits for the citizens



**INCREASED ROAD SAFETY ON EU ROADS, LEADING TO LESS FATALITIES AND INJURIES.**



**HEALTHIER ENVIRONMENT DUE TO REDUCTIONS IN AIR POLLUTANT EMISSIONS (NOX AND PM) AND NOISE EMISSIONS THANKS TO BETTER DETECTION OF DEFECTIVE AND TAMPERED VEHICLES.**



**BETTER PROTECTION AGAINST POSSIBLE FRAUDS, WHEN SELLING OR BUYING VEHICLES ABROAD.**



**TEMPORARY PERIODIC TECHNICAL INSPECTION CARRIED OUT IN ANOTHER MEMBER STATE WILL GIVE FLEXIBILITY FOR PEOPLE STAYING TEMPORARILY IN ANOTHER MS.**

PUBLIC

# *Benefits for national authorities:*

Reduction of administrative burden, and cost savings, related to:

- Roadworthiness certificates in electronic format
- Digital registration certificates, allowing further digitalised procedures
- Interlinking of national vehicle registers
- Reporting frequency reduced from every two years to every three, requiring only the most important data through an online platform.



PUBLIC

# Expected impacts



PUBLIC

# Expected impacts

**Contributing to sustainable mobility**
*(over 2026-2050)*

Expected **reduction of NOx emissions** by 3,969 kt
(21.0% reduction)

Expected **reduction of PM emissions** by 199 kt
(18.7% reduction)

Estimated **external cost savings** of EUR 76.1 billion
*(expressed as present value over 2026-2050)*

PUBLIC

# *Expected impacts*

## Facilitating the free movement of people and goods

- enhanced exchange of vehicle registration and technical status information between Member States
- further harmonisation of the vehicle registration documents, and additional data included in the vehicle register
- removal of obstacles thanks to the digital vehicle registration certificates
- EU-wide recognition of PTI certificates for tests in another Member State (other than MS of registration, 6 months, for passenger cars)
- significant reduction in odometer tampering

PUBLIC

# Simplification and increased efficiency

- replacing obsolete test methods with state-of-the art solutions both at periodic as well as at roadside checks to more effectively detect high-emitting vehicles;
- introducing simpler tests to check the safety and environmental performance of modern vehicles;
- interconnecting national databases to help share and access vehicle data that otherwise would be exchanged using more cumbersome procedures; and
- reporting on implementation less frequently and using online platform.



PUBLIC

# *Thank you!*