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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 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 - Presentation by the Commission services on the IA

Delegations will find attached a presentation on the Roadworthiness package - the impact assessment, given by the Commission services during the Land Transport working party on 30 April 2025.

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Roadworthiness package – impact assessment

Land Transport Working Party

30 April 2025






DG MOVE C2 - European Commission

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Impact assessment of the RWP

1. Proposal for a revision of two Directives:

Directive 2014/45/EU of the European Parliament and of the Council on periodic roadworthiness tests for motor vehicles and their trailers

Directive 2014/47/EU of the European Parliament and of the Council on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union

2. Proposal for a Directive repealing and replacing Council Directive 1999/37/EC

on the registration documents for vehicles

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Overview of the process

- **Preparations for the revision:**

❖ Inception Impact Assessment (October 2021)

❖ Back-to-back evaluation and impact assessment (2021-2023)

❖ Targeted surveys and interviews (Q4 2022 - Q3 2023)

❖ Open public consultation (July to September 2022).

❖ Meetings of the **RW Expert Group: seven meetings** between 2021-2024 discussing various elements of the Roadworthiness package revision

- **Regulatory Scrutiny Board**: positive opinion 13/12/2023; comments addressed in final IA
- **Commission Proposal and IA published 24/04/2025**

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Evaluation findings

Relevance:

- **Not adapted to the latest technologies** such as advanced driver assistance systems and electronic safety features, for which the RWP currently does not provide a sufficiently comprehensive framework.
- Does not contain specific testing protocols which would ensure the compliance and maintenance of **electric and hybrid vehicles**, including software updates.
- Not updated for the efficient acquisition of important **safety-related data** and the monitoring of new sensors and functions.
- Regarding emissions, some of the PTI tests and equipment are **no longer capable of detecting emission failures** in the most recent internal combustion engine vehicles.

Effectiveness

- Limited as the current test requirements under PTI and RSI are **not suited to testing** the functioning of **recent emission control systems**.
- Opacity testing is **outdated** as it cannot detect diesel vehicles with defective particle filters or a tampered catalyst, which lead to high particle and NOx emissions.
- Exchange of information on testing results between Member States has not been effective.
- Room for improvement in digitalisation.
- Re-registration can still be a cumbersome process, the RWP currently **prevents the mutual recognition of PTIs** between Member States, which represents a barrier to free movement.

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Evaluation findings

Efficiency

- **Digitalisation can help** in streamlining the vehicle re-registration process.
- The RWP should use the benefits of digital data exchange and more harmonisation of vehicle documents to **reduce the administrative burden and costs** associated with the process.
- Digital (mobile) vehicle registration documents could further facilitate the digitalisation of the vehicle registration and data-keeping processes and reduce costs.

EU value added

- Further harmonisation of the minimum PTI and RSI requirements useful to **improve consistency of legislation**, standards, and practices within the EU.
- Scope to extend **mutual recognition** of PTIs between the Member States, to contribute to the internal market, and to help to increase vehicle safety and environmental protection.

Coherence

- More consistency between the **type-approval regulations** and the RWP; **coherence could be improved** through the standardisation of safety-relevant vehicle data.
- **Need to define responsibilities more clearly** to make the relevant **technical information** available for PTIs across Member States, to reduce uncertainty and time spent on searching for such information, thus improving the overall accuracy and efficiency of inspections.
- The RWP should be also better aligned with the General Safety Regulation (GSR) (EU) 2019/2144.

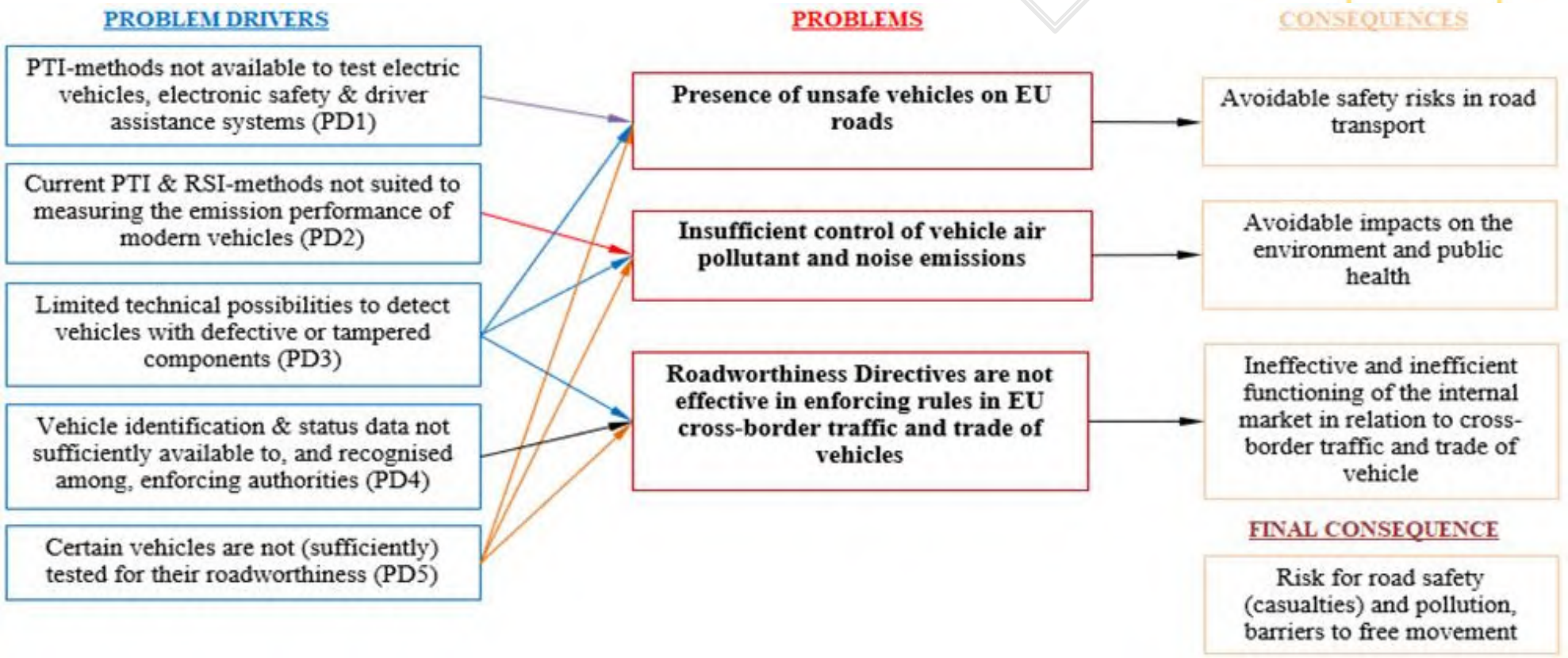
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Problem analysis and drivers



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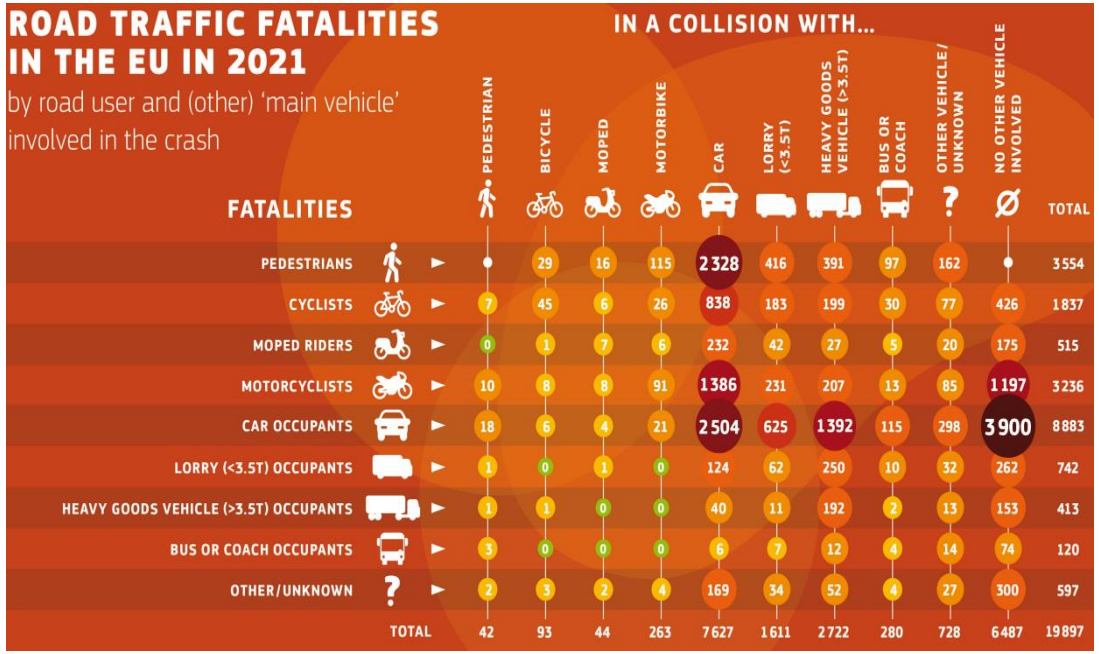
Problem analysis



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Problem 1: Presence of unsafe vehicles on the EU roads

- unsafe vehicles may not be detected either because PTI cannot detect them or because they are not subject to testing
- vehicles with safety-related tampering
- vehicles with incorrectly secured cargo



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Problem 2:

Insufficient control of vehicle air pollutant and noise emissions

- Sophisticated emission control technologies have allowed to gradually reduce air pollutant emissions from road vehicles well below pre-Euro standard levels.
- But: overall emissions from road transport are still too high – they are responsible for **over 35% of the total NO_X and 10% of $PM_{2.5}$** emitted in Europe, with serious implications on human health, the natural environment, and affects the lives of millions, especially in urban areas.
- Real-world NOx emissions of modern vehicles are often above type-approval limits, in some cases (tampering) as high as older Euro standards or even pre-Euro NOx emission levels.
- In the absence of the appropriate emission reducing technology (selective catalytic reduction and diesel particulate filter) on Euro VI HDVs, vehicles can emit up to a factor of 100 more NOx, CO, and PM than the legal requirements.



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Problem 3:

RWP not effective in enforcing rules in EU cross-border traffic and trade of vehicles

- Member States registering different sets of vehicle data.
- Difficulties for competent authorities in accessing vehicle register data and other safety-relevant information of vehicles.
- Difficulties in the cross-border exchange of information between Member States' authorities, impacting also the fight against odometer tampering – significant damage to second-hand buyers.
- The re-registration of vehicles less efficient and more cumbersome for citizens.



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Problem drivers

Problem driver 1: PTI-methods not available to test electric vehicles, electronic safety & driver assistance systems

- no EV-specific requirements in the PTI Directive.
- no specific requirements for electronic safety and driver assistance systems, while General Safety Regulation requires these features mandatory on all vehicles registered from 7 July 2024 onwards (on new types from July 2022).

Problem driver 2: Current PTI & RSI-methods not suited to measuring the emission performance of modern vehicles

- exhaust gas opacity testing cannot detect a malfunctioning or even tampered diesel particle filter (DPF).
- newly developed method of particle number (PN) counting has demonstrated much higher levels of particle emissions in vehicles with defective DPFs for Euro 5 and 6 vehicles than on-board diagnostics.
- monitoring of NOx emissions from road vehicles is currently not mandatory part of PTI.

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Problem drivers

Problem driver 3: Limited technical possibilities to detect vehicles with defective or tampered components

- **new technology** used in vehicles with possible defects carry a potential safety risk, which cannot be detected due to the limited vehicle data available to testing centres
- **easy tampering** of the vehicle's engine management system to increase its power, which is not detected without access to the relevant in-vehicle data
- insufficient control of vehicle air pollutant and noise emissions: noise-related tampering, such as removing the exhaust silencer, disabling the selective catalytic reduction (SCR) system which reduces NOx emissions
- **mileage tampering** remains largely possible in most Member States, and especially across borders

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Problem drivers

Problem driver 4: Vehicle identification & status data not sufficiently available to, and recognised among, enforcing authorities

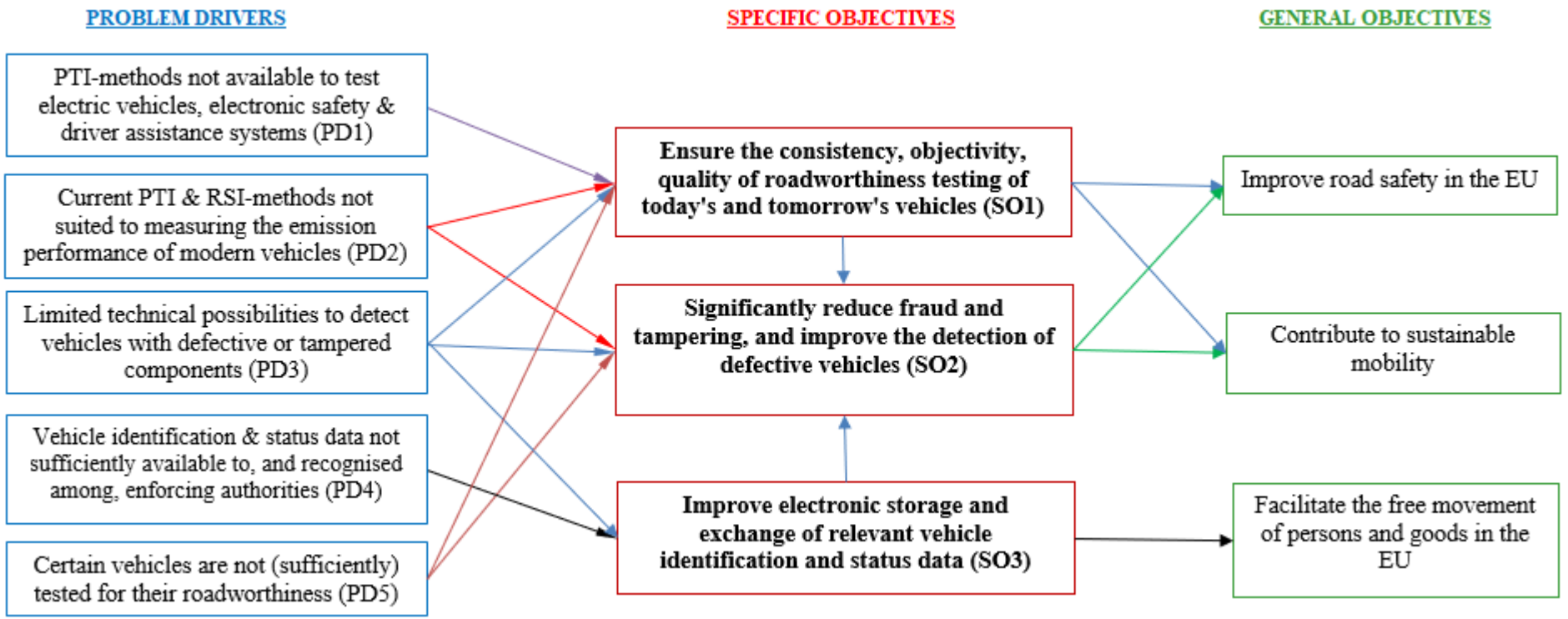
- vehicle identification and status data are still not sufficiently available to enforcing authorities
- sometimes significant differences in the data elements recorded in national vehicle registers, largely due to the high number of optional data elements
- lack of clear rules as regards the exchange of vehicle related information among Member States
- low traceability of vehicles across the EU due to inability to effectively exchange a real-time data on the vehicle (de)registration status
- lack of recognition of registration data and PTI causing inefficiencies in administrative processes and administrative burden for vehicle owners

Problem driver 5: Certain vehicles are not (sufficiently) tested for their roadworthiness

- certain vehicle categories are not covered by, or not necessarily tested under, the PTI/RSI Directives
- frequency or scope of testing of certain vehicles is not adapted to the higher safety and environmental risk associated with them (very frequent use or vehicle age)

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Objectives



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Baseline



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Baseline

- The socio-economic and technological developments used for developing the baseline scenario for this impact assessment build on the latest "EU Reference scenario"
- Road passenger transport activity is projected to grow by 10% between 2015 and 2030, while road freight transport activity by 27% during 2015-2030
- The share of zero-emission vehicles in the light duty vehicle fleet (passenger cars and light commercial vehicles) is projected at 15% in 2030, going up to 95% in 2050 in the baseline scenario, while for heavy duty vehicle fleet (buses and coaches, and heavy goods vehicles) at 6% in 2030 and 72% in 2050.
- *High-emitting vehicles.* The **current limitations** of the emission testing methods applied under the PTI and RSI Directives are **expected to persist** in the baseline scenario.
- *Air pollution projections.* The uptake of zero-emission (and of Euro 7) vehicles in the fleet expected to result in significant reductions of air pollutant emissions. NOx emissions are projected to reduce by 52% in 2030 relative to 2015, while particulate matter ($PM_{2.5}$) emissions would decrease by 43% in 2030 relative to 2015.

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Baseline

- The socio-economic and technological developments used for developing the baseline scenario for this *Projected number of fatalities and injuries.* In the baseline scenario, relative to 2019, the number of fatalities would decrease by 15% by 2030 and 23% by 2050, and the number of serious injuries by 10% by 2030 and 18% by 2050.
- *The number of periodic technical inspections (PTI)* for cars, vans, buses, trucks and motorcycles is projected to increase from 151.5 million in 2015 to 168.9 million in 2030 and 192.3 million in 2050.
- The number of national second-hand vehicle sales with mileage fraud at EU level is projected at 1.71 million in 2030 and 1.90 million in 2050, and that of cross border vehicle sales with mileage fraud at 3.35 million in 2030 and 3.64 million in 2050.
- The national and **cross-border odometer fraud** is estimated to lead to damages for European consumers of **EUR 10.7 billion in 2030** and EUR 11.7 billion in 2050.

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Policy options



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Policy options

- **Policy option PO1a** focuses on enhancing the exchange of vehicle data and enhancing digitisation.
- **Policy option PO1b** focuses on improving the testing of vehicles and introducing additional and more ambitious measures regarding emission testing and recognition of PTI.
- **Policy option PO2** provides a more integrated approach, more ambition with additional measures such as the extension of roadside inspections to vans.
- **Policy option PO3** builds on PO2 but further extends the scope of vehicles and items to be tested, also a wider recognition of PTI inspections taking place in other Member States.

Policy options

Each of the four policy options includes a set of policy measures that are common to all options, (measures from PMC1 to PMC9) as well as additional measures that are included in one or more options.

PM#	Policy Measure	Specific objective	PO1a	PO1b	PO2	PO3
Measures common to all policy options						
	New PTI and RSI tests					
PMC1	Adapt PTI to electric and hybrid vehicles (safety, environmental performance, standardised data), including training of inspectors	SO1	X	X	X	X
PMC2	Update PTI and RSI due to new requirements in the General Safety Regulation and checking emission reduction systems (new test items, including checks of software status/integrity), by reading on-board diagnostics	SO1	X	X	X	X
PMC3	Mandatory PN testing of LDVs and HDVs equipped with particle filter, at PTI, and of HDVs at technical roadside inspections of commercial vehicles	SO1, SO2	X	X	X	X
PMC4	Mandatory NOx testing of LDV and HDV at PTI, and HDVs at roadside inspections	SO1, SO2	X	X	X	X
	Frequency of testing					
PMC5	Mandatory roadworthiness testing following significant modifications of the vehicle (e.g. change of class, propulsion system)	SO2	X	X	X	X
	Facilitating exchange of PTI and registration data					
PMC6	Require roadworthiness certificate in electronic format only	SO3	X	X	X	X
PMC7	Provide electronic access to relevant data, including on PTI reports stored in national databases, to the registration authorities of other Member States using a common interface	SO3	X	X	X	X
PMC8	Harmonisation and regular update of the technical data in the vehicle registration documents (of currently optional content)	SO3	X	X	X	X
	Tackling odometer tampering					
PMC9	Member States to record odometer readings in a national database and make the records available to other MSs in the case of re-registration	SO2, SO3	X	X	X	X

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Policy options

PM#	Policy Measure	Specific objective	PO1a	PO1b	PO2	PO3
Measures not included in all policy options						
	Scope of vehicles subject to PTI/RSI					
PM1	RSI for heavy/powerful motorcycles (L category > 125cm3) as an alternative measure, in Member States where they are not subject to PTI (i.e., using the available opt-out)	SO2	X		X	
PM2	Mandatory PTI for motorcycles above 125cm3 (remove opt-out)	SO2		X		
PM3	Extend PTI to all motorcycles (incl. from 50cm3 = all L3e, L4e), plus tricycles (L5e) and heavy quadricycles (L7e)	SO2				X
PM4	Mandatory PTI for light trailers (O1 and O2 categories)	SO2				X
	Frequency of testing					
PM5	Annual emission testing for light commercial vehicles (N1) instead of the currently required 4-2-2- frequency	SO2		X	X	X
PM6	Mandatory yearly testing for vehicles that are 10-year-old or older	SO2		X	X	X
	Recognition of PTIs conducted in another Member State					
PM7	PTI certificate issued in any EU MS is recognised by the MS of registration + further harmonisation of test methods	SO1, SO3				X
PM8	PTI certificate issued in any EU MS is recognised by the MS of registration for a period of up to 6 months (for passenger cars only), on the condition that the next PTI is conducted in the MS of registration	SO3		X	X	
PM9	PTI in another EU MS recognised by MS of registration based on bilateral agreement (voluntary recognition)	SO3	X			

Policy options

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PM#	Policy Measure	Specific objective	PO1a	PO1b	PO2	PO3
Measures not included in all policy options						
	Improve current PTI tests and procedures					
PM10	More advanced testing of noise for motorcycles	SO2		X	X	X
PM11	Data governance: further define the procedures and the means of access to vehicle technical information by testing centres free of charge	SO1, SO3			X	X
	RSI methods					
PM12	NOx, PM, and noise measurement by remote sensing in RSI of all vehicles (with option for simplified PTI if vehicle passed recent RSI)	SO1, SO2		X	X	X
PM13	Mandatory inspection of cargo securing	SO1, SO2		X	X	X
	Scope of vehicles subject to RSI					
PM14	Extend the scope of application of roadside inspections to light commercial (N1) vehicles	SO2			X	X
PM15	Extend the scope of application of roadside inspections to 2- and 3-wheeled vehicles (L-vehicles from L3)	SO2				X
	Registration certificate and registered data					
PM16	Introduce issuing the registration certificates in digital format to gradually replace current paper (and smart card) documents	SO3	X		X	X
PM17	Add new data to the vehicle register – minimum mandatory set (including among others: country of 1st registration, registration status, PTI status, changes due to transformation)	SO3	X		X	X

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Discarded policy measures

Measure
Extend scope of RWP to mopeds (i.e.L1e-B and L2e)
Extending the scope of the PTI Directive to agricultural tractors (category T with design speed exceeding 40km/h)
Setting maximum mileage limit between two PTIs (maximum limit to be determined e.g. 100,000 km/200,000 km)
To make PTI mandatory before transfer of ownership of a vehicle
PTIs mandatory for crashed vehicles with significant damage (affecting the main safety components)
To require that PTI certificate issued in a third country outside the EU is recognised by MS of registration
To require that results of on-board fuel consumption monitoring (OBFCM required by Regulation 2021/392) are reported on the PTI certificate
Require more advanced testing of braking (regenerative braking)
New test methods - continuous technical inspection (CTI) (for autonomous vehicles)
Extend the scope of application of roadside inspections to motorhomes
Improve administrative processes regarding handling prohibitions/suspensions after roadside inspection and self-cancelling prohibitions following subsequent PTI

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Expected impacts



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Economic impacts

Impacts on national public authorities in the policy options *(expressed as present value over 2026-2050 relative to the baseline, in million EUR (2022 prices))*

	Difference to the baseline			
	PO1a	PO1b	PO2	PO3
Adjustment costs	7.0	198.3	207.2	208.0
Administrative costs	2,233.8	2,190.4	2,387.5	2,397.9
Enforcement costs	0.0	32.9	0.0	77.4
Administrative costs savings	5,226.3	3,796.8	5,226.3	5,226.3
Net benefits	2,985.5	1,375.2	2,631.6	2,543.1

Impacts on PTI centres in the policy options *(expressed as present value over 2026-2050 relative to the baseline, in million EUR (2022 prices))*

	Difference to the baseline			
	PO1a	PO1b	PO2	PO3
Adjustment costs	3,734.1	23,507.9	23,332.2	25,061.7
Administrative costs	0.0	0.0	136.5	136.5
Administrative costs savings	0.0	0.0	1,643.4	1,643.4
Benefits	860.5	39,394.2	39,100.1	39,968.0
Net benefits	-2,873.6	15,886.2	17,274.7	16,413.2

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Economic impacts

Impacts on other businesses (vehicle owners) in the policy options *(expressed as present value over 2026-2050 relative to the baseline, in million EUR (2022 prices)*

	Difference to the baseline			
	PO1a	**PO1b**	**PO2**	**PO3**
Administrative costs	524.2	25,458.4	25,666.4	26,051.5
Administrative costs savings	0.0	1,287.3	1,287.3	1,287.3
Benefits	118,340.5	118,340.5	118,340.5	118,340.5
Net benefits	117,816.3	94,169.4	93,961.3	93,576.3

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Impacts on road safety

Expected reduction in the number of fatalities and injuries in the POs relative to the baseline

		Fatalities	Serious injuries	Slight injuries
PO1a	2030	195	1,768	9,929
	Cumulative over 2026-2050	**4,661**	**42,272**	**239,803**
	% reduction	**1.1%**	**1.2%**	**1.3%**
PO1b	2030	287	2,711	15,099
	Cumulative over 2026-2050	**6,847**	**64,640**	**364,155**
	% reduction	**1.6%**	**1.8%**	**1.9%**
PO2	2030	289	2,721	15,162
	Cumulative over 2026-2050	**6,912**	**64,885**	**365,665**
	% reduction	**1.6%**	**1.8%**	**1.9%**
PO3	2030	293	2,753	15,274
	Cumulative over 2026-2050	**7,013**	**65,686**	**368,498**
	% reduction	**1.6%**	**1.8%**	**2.0%**

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Impacts on road safety

Reduction in the external costs of accidents in the POs relative to the baseline, *expressed as present value over 2026-2050, in 2022 prices (million EUR)*

	PO1a	PO1b	PO2	PO3
Fatalities	11,677	17,498	17,633	17,902
Serious injuries	21,348	33,235	33,299	33,821
Slight injuries	15,053	23,196	23,251	23,521
Total	48,079	73,929	74,183	75,244

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Environmental impacts

Impact on air pollutant emissions

	2030	2050	Cumulative over 2026-2050	% change to baseline
NOx (kilo tonnes of NOx avoided)				
PO1a	200.5	12.1	3,176	-16.8%
PO1b	253.1	13.9	3,925	-20.8%
PO2	255.9	14.0	3,969	-21.0%
PO3	255.9	14.0	3,970	-21.0%
PM2.5 (kilo tonnes of PM avoided)				
PO1a	7.8	0.6	135	-12.7%
PO1b	12.0	0.8	196	-18.5%
PO2	12.1	0.8	199	-18.7%
PO3	12.1	0.8	199	-18.7%

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Environmental impacts

Reduction in the external costs of air pollutant emissions (relative to the baseline, expressed as present value over 2026-2050, in 2022 prices (million EUR))

	PO1a	PO1b	PO2	PO3
Reduction in external costs related to NOx emissions	46,966	58,054	58,646	58,659
Reduction in external costs related to PM emissions	11,707	17,193	17,429	17,429
Total reduction in external costs of air pollutant emissions	58,673	75,247	76,075	76,088

Reduction in the external costs of noise emissions (relative to the baseline, expressed as present value over 2026-2050, in 2022 prices (million EUR))

	PO1a	PO1b	PO2	PO3
Reduction in external costs related to noise emissions	154	7,323	7,319	7,757

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Social impacts

Impact on employment

- Apart from the **indirect positive impact on garage equipment manufacturers**, related to the need for new testing equipment, no direct impacts on employment are expected from the common set of measures.
- Measures involving an extension of vehicle scope or increase in testing frequency for particular vehicle categories will lead to additional inspections and the need for additional inspectors to perform them.
- The largest impact is expected from the **annual testing of cars and vans older than 10 years** (affecting 11 MSs)

Increase in the number of full-time PTI and RSI inspectors by policy option, relative to the baseline, in 2026, 2030 and 2050

	Difference to the baseline			
	PO1a	**PO1b**	**PO2**	**PO3**
2026	15	18,448	18,478	18,811
2030	16	18,923	18,956	19,295
2050	20	20,322	20,350	20,640

Efficiency of policy options (1.)

Summary of costs and benefits of policy options - *NPV for 2025-2050 compared to the baseline (in million EUR), in 2020 prices*

	Difference to the baseline			
	PO1a	**PO1b**	**PO2**	**PO3**
PTI centres				
Adjustment costs	3,734.1	23,507.9	23,332.2	25,061.7
Administrative costs	0.0	0.0	136.5	136.5
Administrative costs savings	0.0	0.0	1,643.4	1,643.4
Benefits	860.5	39,394.2	39,100.1	39,968.0
Garages, motor vehicle dealers, tyre and repair stations, etc.				
Administrative costs	460.0	460.0	460.0	460.0
OEMs				
Administrative costs	0.0	0.0	55.9	55.9
Other businesses - vehicle owners				
Administrative costs	524.2	25,458.4	25,666.4	26,051.5
Administrative costs savings	0.0	1,287.3	1,287.3	1,287.3
Benefits	118,340.5	118,340.5	118,340.5	118,340.5
Citizens				
Administrative costs	344.2	13,944.3	13,658.1	14,150.0
Adjustment costs savings	878.2	2,144.6	2,144.6	4,289.3
Administrative costs savings	0.0	591.9	591.9	591.9
Benefits	65,666.9	65,666.9	65,666.9	65,666.9

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Efficiency of policy options (2.)

Summary of costs and benefits of policy options – *net present value for 2025-2050 compared to the baseline (in million EUR), in 2020 prices*

	Difference to the baseline			
	PO1a	**PO1b**	**PO2**	**PO3**
National public authorities				
Adjustment costs	7.0	198.3	207.2	208.0
Administrative costs	2,233.8	2,190.4	2,387.5	2,397.9
Enforcement costs	0.0	32.9	0.0	77.4
Administrative costs savings	5,226.3	3,796.8	5,226.3	5,226.3
External costs savings				
Air pollution	58,673.1	75,246.6	76,074.5	76,087.7
Accidents	48,078.8	73,929.4	74,183.0	75,244.2
Noise	154.2	7,323.4	7,319.4	7,756.7
Total costs	7,303.3	65,792.3	65,903.9	68,598.9
Total benefits	297,878.5	387,721.5	391,577.8	396,102.1
Net benefits	290,575.2	321,929.2	325,674.0	327,503.2
Benefits to costs ratio	**40.8**	**5.9**	**5.9**	**5.8**

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Preferred option



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Comparison of options (1.)

in terms of effectiveness, efficiency, coherence, subsidiarity and proportionality relative to the baseline

Impacts	PO1a	PO1b	PO2	PO3
Effectiveness	+	++	++/+++	+++
Road safety (GO1)				
Reduced fatalities by	4,661	6,847	6,912	7,013
Reduced severe injuries by	42,272	64,640	64,885	65,686
Reduced slight injuries by	239,803	364,155	365,665	368,498
External cost savings (billion EUR)	48.1	73.9	74.2	75.2
	(++)	(+++)	(+++)	(+++)
Air pollution and noise (GO2)				
Reduction of NOx emissions (kt)	3,176	3,925	3,969	3,970
Reduction of PM emissions (kt)	135	196	199	199
External cost savings - emissions (billion EUR)	58.7	75.2	76.1	76.1
	(++)	(+++)	(+++)	(+++)
External cost savings - noise (billion EUR)	0.2	7.3	7.3	7.8
	(0/+)	(++)	(++)	(++)
Free movement of persons and goods (GO3)				
Removal of obstacles to re-registration of vehicles in another MS	(++)	(+)	(++)	(++)
Removal of obstacles related to the roadworthiness testing	(+)	(++)	(++)	(+++)

Comparison of options (2.)

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Impacts	PO1a	PO1b	PO2	PO3
Effectiveness	+	++	++/+++	+++
Update of roadworthiness testing (SO1)				
Roadworthiness of vehicles (incl. electric) in terms of their road safety performance	(+)	(+++)	(+++)	(+++)
Roadworthiness of vehicles in terms of their environmental performance	(+)	(+++)	(+++)	(+++)
Reducing tempering, improving detection of defected vehicles (SO2)				
Reduction defective and tampered vehicles in terms of emission control systems	(++)	(+++)	(+++)	(+++)
Reduction of vehicles with tampered emission/noise control system	(0/+)	(+)	(++)	(+++)
Reduction of odometer tampering	(+++)	(+++)	(+++)	(+++)
Benefits due to reduction of odometer tampering (billion EUR)	118.3 (businesses owners) 65.7 (consumers)	118.3 (businesses owners) 65.7 (consumers)	118.3 (businesses owners) 65.7 (consumers)	118.3 (businesses owners) 65.7 (consumers)
Electronic storage and exchange of vehicle identification and status data (SO3)				
Reduction of time/costs related to the access and exchange of relevant vehicle data:	(+++)	(+)	(+++)	(+++)
- Cost savings for authorities (billion EUR)	0.64	0.64	0.64	0.64
- Cost savings for PTI centres (billion EUR)	1.43	0.0	1.43	1.43
Efficiency	+++	++	++	++
Coherence	++	++	+++	++
Subsidiarity and proportionality	++	++	++	+

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Choice of the preferred option

Effectiveness:

- PO3 is the most effective option, as it performs best or among the best under all assessment criteria
- Followed very closely by PO2
- PO1b and PO1a being less effective

Efficiency:

- PO1a performs better as it generates the lowest costs
- PO1b, PO2 and PO3 are more costly but also bring more benefits
- In terms of net benefits that can be quantified, PO1b, PO2 and PO3 perform significantly better than PO1a

Coherence, subsidiarity and proportionality:

- PO2 strikes the best balance between achieving the objectives to a high degree, while performing better than the other options in terms of internal and external coherence, as well as in terms of subsidiarity and proportionality (by including only what is most needed to achieve the objectives).

Choice of PO2 as the preferred policy option, given

- it is considered effective in reaching the policy objectives
- it presents high efficiency and net benefits and
- its coherence with the well-established national policies in the field.

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SUSTAINABLE & SMART
MOBILITY STRATEGY

Monitoring



Monitoring and reporting

- The Commission services will monitor the implementation and effectiveness of this initiative through a number of actions and a **set of core indicators** that will measure progress towards achieving the operational objectives.
- The following **operational objectives** are set:
  - Apply newly available safety and emission testing methods;
  - Interconnect Member States' vehicle registers and odometer databases through a common hub;
  - Digitalise vehicle documents; and
  - Reduce the number of defective and tampered vehicles on EU roads.
- The Commission will carry out an **evaluation** to verify to what extent the objectives of the initiative have been reached five years after the revised legislation will have been applied.
- ***Road safety***: the Commission regularly monitors key road safety indicators, including the evolution of the number of fatalities, serious and slight injuries per Member State and per vehicle category, age and certain vehicle characteristics.
- ***Air and noise pollution*** is continuously monitored by the EEA. Progress towards can be measured through the evolution of PTI and RSI results, as well as from remote sensing data.
- ***Facilitating free movement***: indicator of success will be the number of MS recognising PTIs conducted abroad.

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Thank you!

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Background

MS	PTI PRICE LIGHT VEHICLES
AT	Vary from garage to garage. Petrol and Diesel cars: EUR 49.70 – 125.70 (average EUR 82.38) Electric cars EUR 49,70 – 131,04 (average: EUR 84,69)
BE	EUR 38.20 + 4.90 (spark ignition) + 14.60 (diesel)
BG	For M1 vehicles the price including VAT is 50 BGN (approx. EUR 25,58)
HR	Technical inspection of a personal vehicle – EUR 20,25 + VAT ECOtest DIESEL – EUR 13,61 + VAT Forms and technical inspection registers 2 – EUR 1,24 + VAT (8,78) Total: EUR 43,88 The price of PTI for L vehicles (without VAT) is EUR 12,30
CY	For M1 vehicles, the IKTEO fee is EUR 35 (incl. VAT)
CZ	Price for regular technical inspection of M1 and N1 vehicles: 1 200 CZK (approx. EUR 49,09) For category L vehicles (mopeds/motorcycles) the price is 800 CZK (approx. EUR 32,72)
DK	Varies from garage to garage and depending on the time of the day. The average price is around EUR 50-65
EE	M1 vehicles – EUR 43,95/49,95
FI	Vary from garage to garage – EUR 25-70
FR	Between EUR 74,85 and EUR 90
DE	Vary from garage and regions, between EUR 133,90 - 145 Euro
EL	Passenger cars EUR 45-60 Motorcycles EUR 20-35

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MS	PTI PRICE LIGHT VEHICLES
HU	The price for passenger car inspection is HUF 21,000-24,000 (EUR 54,68-62,49); four-wheel drive passenger cars HUF 25,000-28,000 (EUR 65,09-72,90).
IE	55 EUR
IT	If performed by the national authority "Motorizzazione civile", the cost of PTI is EUR 45. If performed by private inspection centres, the cost varies depending on the centre: the average the price for cars in 2023 ranges between EUR 50 and EUR 80.
LV	Basic test for a vehicle of category M1: EUR 29,40
LT	For M1 vehicles prices for technical inspections range from EUR 23 to EUR 28,90 For motorcycles/mopeds, the price is EUR 11,30
LU	64 EUR
MT	VRT testing for car now costs EUR 30.27, as against the EUR 25.27 that used to be charged until 2022
NL	Varies from garage to garage (and depends on age of vehicle): e.g., EUR 42-78.50, or EUR 43.10-52.80
PL	The cost of periodic technical inspection is determined by the ministry and in the case of passenger cars it is PLN 99 (approx. EUR 21,33). Owners of vehicles with LPG/CNG gas installations pay PLN 162 (approx. EUR 34,90) Motorbikes: 62 PLN incl. VAT (approx. EUR 13,32)
PT	Light-duty vehicles: EUR 27.80

MS	PTI PRICE LIGHT VEHICLES
RO	ITP fee Taxi or Driving School = 80 lei (approx. EUR 16,09) ITP fee Petrol or petrol + LPG cars = 120 lei (approx. EUR 24,14) ITP fee Diesel cars = 150 lei (approx. EUR 30,18) ITP fee Motorcycles = 120 lei (approx. EUR 24,14) ITP fee Mopeds = 120 lei (approx. EUR 24,14)
SK	PTI prices vary greatly between the eastern and western areas. As an example, in Bratislava PTI price for passenger cars, vans, tricycles and quads is EUR 45 including VAT.
SI	Passenger car (weight up to 2.5 T): EUR 36,74 Passenger car (weight over 2.5 T): EUR 46,28 Motorcycle and quadricycle (L1 to L7): EUR 19,09
ES	EUR 40,95
SE	EUR 64