EUROPEAN
COMMISSION

Brussels, 24.4.2025
SWD(2025) 99 final

COMMISSION STAFF WORKING DOCUMENT

EXECUTIVE SUMMARY OF THE EVALUATION

Accompanying the

Impact Assessment report of 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, Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union, and Directive 1999/37/EC on the registration documents for vehicles

{COM(2025) 179 final} - {SEC(2025) 119 final} - {SWD(2025) 96 final} -
{SWD(2025) 97 final} - {SWD(2025) 98 final}

To address the safety- and health-related defects of vehicles, roadworthiness testing has been in place in Europe for decades and subject to gradual harmonisation in the Union, with the first set of common rules adopted in 1976[1] and last revised in 2014 as part of the Roadworthiness Package (RWP). The package consists of three Directives:

- **Directive 2014/45/EU[2] on periodic roadworthiness tests** (hereinafter the "Periodic Technical Inspection or PTI Directive") requires that road transport vehicles are periodically tested to ensure compliance with a set of minimum requirements, and it applies to all cars, vans, trucks and buses, heavy trailers, faster tractors as well as, since January 2022, to larger two- and three-wheel vehicles and quadricycles.
- **Directive 2014/47/EU[3] on technical roadside inspections** (hereinafter the "Technical Roadside Inspection or RSI Directive) complements the PTI Directive, in relation to roadside inspections of heavy passenger and freight vehicles and their trailers.
- **Directive 2014/46/EU[4] on the registration documents for vehicles** (hereinafter the "Vehicle Registration Documents or VRD Directive") provides for the electronic recording of data on all vehicles registered on a Member State's territory, and harmonised procedures in relation to the suspension of a vehicle's registration.

Main findings

Effectiveness: Regarding roadworthiness emission checks, the effectiveness of the RWP is limited as the current test requirements under PTI and RSI are not suited to testing the functioning of recent emission control systems and must therefore be updated. Opacity testing measurement is outdated as it cannot detect diesel vehicles with defective particle filters or a tampered catalyst, which lead to high particle and NOx emissions. Instead, PN and NOx measurement should be used to verify newer diesel and petrol vehicles to detect defects and tampering with emission control systems.

Regarding improvement of the exchange of information on vehicle data between Member States, the current framework for information exchange has not been effective. Although the legislation mentions electronic data exchanges between Member States authorities as a possibility, not all countries use this. Even if the harmonisation of vehicle registration documents made it easier for citizens to register vehicles from other Member States and EEA, there is significant room for improvement, notably through digitalisation. Re-registration can still be a cumbersome process and the RWP currently prevents the mutual recognition of PTIs between Member States, which represents administrative burden and a barrier to free movement.

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

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[1] Council Directive 77/143/EEC of 29 December 1976 on the approximation of the laws of the Member States relating to roadworthiness tests for motor vehicles and their trailers, *OJ L 47, 18.2.1977, p. 47–51*

[2] It repeals Directive 2009/40/EC; EUR-Lex - 32014L0045 - EN - EUR-Lex (europa.eu)

[3] It repeals Directive 2000/30/EC; EUR-Lex - 32014L0047 - EN - EUR-Lex (europa.eu)

[4] It amends Directive 1999/37/EC; EUR-Lex - 32014L0046 - EN - EUR-Lex (europa.eu)

Relevance: The RWP is not adapted to the latest technologies such as advanced driver assistance systems (e.g. ADAS) and electronic safety features, for which the RWP currently does not provide a sufficiently comprehensive framework. It does not contain specific testing protocols which would ensure the compliance and maintenance of electric and hybrid vehicles, including their software updates. Technical inspections would have to be 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 must be adapted as they are no longer capable of detecting emission failures in the most recent internal combustion engine vehicles.

Coherence: More consistency should be ensured between the type-approval regulation and the RWP. The coherence between the RWP and relevant EU instruments could be improved through the standardisation of safety-relevant vehicle data and the related responsibilities for manufacturers during the vehicle's lifecycle. Defining responsibilities more clearly and mandating that relevant information is made available for PTIs across Member States could reduce uncertainty and time spent on searching for the relevant information, thus improving the overall accuracy and efficiency of inspections. The RWP should be also better aligned with the General Safety Regulation[5].

EU added value: The RWP sets a minimum standard for all Member States and provides a basic framework for detecting vehicle defects affecting roadworthiness, ensuring that all Member States take action to improve road safety. Further harmonisation of the minimum PTI and RSI requirements would be useful to improve consistency of legislation, standards and practices within the EU. There is scope to improve mutual recognition of PTIs between the Member States, which would add value to the EU internal market, while it would also help to increase vehicle safety and environmental protection.

The evaluation concluded that the RWP was only partially successful in achieving its objectives of contributing to increased road safety and helping reducing air pollutant emissions from road transport. Defective vehicles may still not always be detected, as some categories of vehicles are not subject to PTI or RSI in some Member States, or the frequency or scope of the testing is not adapted to their higher safety and environmental risk. The identified weaknesses in the current RWP require the Directives to be adapted, to address not only current needs but also future challenges, such as the testing of advanced driver assistance and automated systems.

[5] Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council, http://data.europa.eu/eli/reg/2019/2144/oj