

**Question for written answer E-001693/2024**  
**to the Commission**  
Rule 144  
**Kosma Zlotowski (ECR)**

**Subject:** Low-quality non-original spare parts and road safety

Since the Commission issued Regulation (EU) No 461/2010 aiming to curtail monopolistic practices in the automotive industry, the EU's non-original spare parts market has grown significantly. Vehicle use costs and insurance payouts linked to repairs have fallen as a result, but questions remain about the impact of this market growth on road safety.

1. Does the Commission think that the current information system on the quality of spare parts is reliable, and does it intend to precisely regulate the definitions specifying the quality of spare parts in comparison to original parts, or to create a list of spare parts whose parameters are particularly important to improving road safety, or to require manufacturers to certify spare parts so as to guarantee that they are genuinely comparable to original parts?
2. In the Commission's view, does the failure to implement Annex VI to Regulation (EU) 2018/858 of the European Parliament and of the Council ('List of parts or equipment that may pose a serious risk to the correct functioning of systems that are essential for the safety of the vehicle or its environmental performance...') not constitute *carte blanche* to place parts on the market that may negatively impact road safety?
3. In the Commission's opinion, are insurance companies that invoke Commission Regulation (EU) No 461/2010 misleading affected customers, and can it be said that the quality breakdown differentiating groups of parts of a similar quality no longer applies?

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