

(English version)

**Question for written answer E-002783/24
to the Commission
Yvan Verougstraete (Renew)
(5 December 2024)**

Subject: Odometer fraud

Car-Pass was introduced in Belgium in 2006 by the automotive industry under government supervision. It has practically wiped out odometer fraud and has increased the residual value of Belgian second-hand cars (that have a valid Car-Pass) on the European second-hand car market.

Unfortunately, this type of fraud remains a major problem for the second-hand car market all over Europe, because it deceives consumers and leads to unfair competition among car vendors. On 31 May 2018, the European Parliament adopted a resolution calling for a legislative framework to tackle the problem.

At an informal meeting of ministers responsible for consumer protection on Friday 19 April 2024, the Belgian Presidency's proposal to develop an odometer data exchange among Member States received strong support in the Council.

1. What is the Commission's position on the matter?
2. Does it intend to pursue this initiative? If so, how?
3. How far has the initiative progressed, and if nothing has been done, what are the reasons for that?

Submitted: 5.12.2024

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(13 February 2025)**

In line with the commitment in the Sustainable and Smart Mobility Strategy ⁽¹⁾, the Commission is working on a revision of the Roadworthiness Package, comprising three Directives on the periodic technical inspection (PTI) of motor vehicles (2014/45/EU) ⁽²⁾, technical roadside inspection of heavy commercial vehicles (2014/47/EU) ⁽³⁾, and vehicle registration documents (1999/37/EC as amended by 2014/46/EU) ⁽⁴⁾.

One of the main objectives of such a revision would be to significantly reduce various forms of fraud and tampering, and improve the detection of defective vehicles.

Currently, for the purpose of reducing odometer fraud, the PTI Directive requires the recording of vehicle mileage at each PTI and that odometer manipulation be a punishable offence.

As part of the revision process, the Commission is examining the possibility of addressing cross-border odometer fraud on an EU-wide scale.

This would require Member States to record odometer readings in a national database — more frequently than today — and to make the records available to other Member States in the case of re-registering the vehicle.

The preparatory works are being finalised with a view to enabling adoption of appropriate proposals amending the three Directives in the near future.

In addition, the Commission supported the introduction of anti-tampering and accuracy requirements for odometers in United Nations Regulation No 39 ⁽⁵⁾, in the context of the anti-tampering requirements of the Euro 7 Regulation ⁽⁶⁾.

Compliance to the provisions of this type-approval regulation is a prerequisite for registration of vehicles on the EU market.

⁽¹⁾ https://transport.ec.europa.eu/eu-mobility-transport-achievements-2019-2024/sustainable-smart-mobility_en

⁽²⁾ <https://eur-lex.europa.eu/eli/dir/2014/45/oj/eng>

⁽³⁾ <https://eur-lex.europa.eu/eli/dir/2014/47/oj/eng>

⁽⁴⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32014L0046>

⁽⁵⁾ <https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:120:0040:0048:EN:PDF>

(Proposal for 02 series of amendments to UN Regulation No 39 (Speedometer and Odometer) for consideration by the World Forum for Harmonisation of Vehicle Regulations in its 195th session).

⁽⁶⁾ Regulation (EU) 2024/1457 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7).