

(English version)

Question for written answer E-000378/25
to the Commission
Liesbet Sommen (PPE)
(28 January 2025)

Subject: European scheme to prevent odometer manipulation

More than 60 million second-hand cars are sold every year in the EU. Unfortunately, every year, European consumers pay billions of euros too much as a result of odometer fraud. It is estimated on the basis of research that, in connection with domestic and cross-border sales, between 5% and 12% and between 30% and 50%, respectively, of used cars are being manipulated. In spite of the rules under Directive 2014/45/EU, odometer fraud is a criminal offence in only six EU Member States.

Some EU Member States have already set up schemes to combat odometer manipulation, such as ‘Car-Pass’ in Belgium and ‘Nationale Auto Pas’ in the Netherlands. Those schemes have made it more difficult for fraudsters to roll back odometers, without being detected, in vehicles exported to the countries concerned. In Belgium, garages have recently been required to submit descriptions of services carried out. Such schemes are of great value, especially in view of the emergence of the market for second-hand electric vehicles, for which battery integrity is all-important.

In this connection:

1. Are steps being taken to implement a similar scheme at European level?
2. Will such a scheme be developed as part of the revision of roadworthiness testing rules — the roadworthiness package — and will vehicle category L be included in the scope thereof?

Submitted: 28.1.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(10 April 2025)

In line with the commitment in the Sustainable and Smart Mobility Strategy ⁽¹⁾, the Commission is working on the 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 amended by 2014/46/EU) ⁽⁴⁾.

These existing rules require adaptation to take account of technological developments (e.g. as regards electric vehicles, modern emission control systems, advanced driver assistance systems).

The proposals will also contain measures to further address the issue of odometer fraud, an issue of particular and longstanding concern to the European Parliament.

In relation to the national schemes to combat odometer manipulation in Belgium and the Netherlands, there is nothing to prevent other Member States from implementing similar schemes at national level.

Revision of the Roadworthiness Package is a clear priority for the Commission. Work is at a very advanced stage, and it is expected to have proposals adopted in the coming weeks.

In addition, the Commission supported the introduction of anti-tampering and accuracy requirements for odometers in UN 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 will be a prerequisite for registration of vehicles on the EU market.

⁽¹⁾ https://transport.ec.europa.eu/transport-themes/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⁾ 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 (<https://unece.org/transport/documents/2024/12/working-documents/grsg-proposal-02-series-amendments-un-regulation-no>).

⁽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).