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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(17.7.2025)

The comprehensive impact assessment[1], which accompanied the proposal[2] to amend among other things Directive 2014/45/EU[3], shows clear road safety and environmental benefits associated with the proposed measure to require annual testing of vehicles older than 10 years. Within the EU, 16 Member States already test older vehicles annually (often well before 10 years).

While Periodic Technical Inspection (PTI) costs are a matter for Member States, an overview of PTI costs provided in the impact assessment shows that the cost of the additional inspection in the remaining Member States is expected to range between EUR 1 and 6 per month for a car owner, depending on the Member State.

As shown in the impact assessment, older cars are involved in crashes almost twice as frequently as newer ones. In the 11 Member States concerned, over the period 2026 to 2050, the measure would save approximately 1,850 lives and prevent around 21,000 severe injuries, as well as significantly reducing emissions of air pollutants.

In relation to the second-hand car market, ensuring that older cars are safer and less polluting will be of benefit to everyone, and the measure to tackle odometer fraud will protect consumers.

Finally, Member States may continue to exclude certain vehicles registered in their territory from the scope of application of the Directive, including vehicles of historical interest.

[1] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025SC0096.
[2] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM%3A2025%3A180%3AFIN.
[3] https://eur-lex.europa.eu/eli/dir/2014/45/oj/eng.