

(English version)

**Question for written answer E-003820/25
to the Commission
Erik Kaliňák (NI)
(1 October 2025)**

Subject: Uniform standards for the evaluation of faults during technical inspections of vehicles

The revision of the roadworthiness package emphasises minimum requirements for the technical condition of vehicles and mutual recognition of inspections (Directive 2014/45/EU). However, differing national fault evaluation practices (e.g. a minor fault in one Member State is considered serious in others) lead to problems in cross-border traffic and inconsistent safety standards. According to the Commission's 2021 report on the implementation of the package (COM(2021) 137), there are disparities in the classification of faults, which affects approximately 20% of cross-border inspections.

1. Does the Commission plan to introduce uniform European standards for the classification of faults (minor, serious, dangerous) in technical inspections in order to avoid discrepancies between Member States?
2. How does the Commission deal with cases where a national fault leads to a re-inspection obligation in another Member State?
3. Will the revision of Directive 2014/45/EU include mandatory training for technicians on the uniform evaluation of faults?

Submitted: 1.10.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(8 December 2025)**

It is not clear to which Commission report the Honourable Member is referring in connection with the implementation of the rules on roadworthiness testing, in particular Directive 2014/45/EU ⁽¹⁾. Such a report was adopted by the Commission in 2020 ⁽²⁾, but it did not identify substantial non-compliance issues relating to the mandatory defect categories (minor, major and dangerous) already defined in Article 7 of that directive. The Commission would also note that the reference COM(2021)137 refers to a Commission proposal for a Council recommendation on a different subject ⁽³⁾.

Since, in accordance with Article 4(2) of Directive 2014/45/EU, roadworthiness tests must be carried out by the Member State of registration of the vehicle, it is also unclear which situations are intended to be covered by the reference to cross-border inspections.

In particular, there is currently no obligation on the Member State of registration to recognise the results of a technical inspection carried out in another Member State (on a voluntary basis).

Finally, the Commission would emphasise that directive 2014/45/EU already requires inspectors to receive adequate training, and the Commission has only proposed minor adjustments to this obligation in order to take account of technological developments.

1 Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC. ELI: <http://data.europa.eu/eli/dir/2014/45/2023-05-20>.
2 REPORT FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL on the implementation of Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers repealing Directive 2009/40/EC, COM/2020/699 final. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52020DC0699>.
3 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52021DC0137>.