

(English version)

Question for written answer E-004496/25
to the Commission
Elena Kountoura (The Left)
(12 November 2025)

Subject: Exemptions from periodic roadworthiness tests for motorcycles with an engine capacity of more than 125 cm³ and assessment of alternative road safety measures

In accordance with Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers ⁽¹⁾, certain Member States have been granted an exemption from the obligation for periodic roadworthiness tests for motorcycles with an engine capacity above 125 cm³ on the grounds that they have put in place alternative measures to improve the road safety of this category of vehicles, such as random roadside inspections ⁽²⁾.

In the context of the ongoing revision of the directive on roadworthiness of vehicles ⁽³⁾, can the Commission say:

1. Can it provide data on the number of roadside inspections carried out on motorcycles in the exempted Member States (including Finland, Denmark and Portugal), expressed as a percentage of the total number of motorcycles in the relevant country?
2. Can it specify which alternative road safety measures have been put in place by these Member States instead of the periodic roadworthiness tests?
3. Can the Commission explain how it assesses the effectiveness of these alternative measures and on what data or evidence it bases such assessments?

Submitted: 12.11.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(10 February 2026)

In accordance with Article 2(2) of Directive 2014/45/EU ⁽¹⁾, Member States may exclude motorcycles (as well as tricycles and quadricycles) equipped with a combustion engine with a displacement of more than 125 cm³ from periodic roadworthiness testing, subject to the express condition that ‘effective alternative road safety measures’ have been put in place. Those measures must take into account the relevant road safety statistics covering the last five years and be notified to the Commission.

The Commission is aware that Finland and Denmark carry out roadside inspections on motorcycles. However, since Member States are not required to report on such inspections carried out on motorcycles, the Commission is unable to provide further data.

As for Portugal, it notified the Commission of the introduction of the following alternative measures: road inspection campaigns; awareness-raising campaigns; infrastructure interventions; increased training requirements; improvement of vehicle safety conditions; and enhancing the use of protective equipment for riders.

In April 2025, the Commission proposed ⁽²⁾ to remove the possibility for Member States to exclude motorcycles from periodic roadworthiness testing. The proposal is being discussed by the co-legislators as part of the ordinary legislative procedure.

¹ <http://data.europa.eu/eli/dir/2014/45/2023-05-20>

² According to Article 2(2), ‘Member States may exclude the following vehicles registered in their territory from the scope of application of this directive: [...] vehicles in categories L3e, L4e, L5e and L7e, with an engine displacement of more than 125 cm³, where the Member State has put in place effective alternative road safety measures for two- or three-wheel vehicles, taking into account in particular relevant road safety statistics covering the last five years.’

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025PC0180>

⁽¹⁾ <https://eur-lex.europa.eu/eli/dir/2014/45/oj/eng>.

⁽²⁾ COM(2025) 180 final, 2025/0097(COD); <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025PC0180>.