

(English version)

Question for written answer E-002759/26
to the Commission
Kris Van Dijck (ECR)
(2 July 2026)

Subject: Member States' freedom to exceed minimum standards for periodic roadworthiness testing of motor vehicles

Article 1 of Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles states that this directive establishes minimum requirements. Under the directive, Member States may require vehicles to undergo additional tests if, for example, ownership is transferred, a high mileage is reached or a vehicle could present an increased safety risk (Article 5(4) and Article 8(4)).

The revision of the roadworthiness package is currently the subject of negotiations. Within this context, the Commission and Parliament are focusing on further updating and reinforcing the testing requirements, including for electric vehicles and advanced driver assistance systems.

Against this background, questions are being raised about the discretion that Member States have to adopt or retain additional national testing measures.

1. Can the Commission confirm that directive 2014/45/EU does not require Member States to water down existing, stricter national testing measures, but actually gives them the freedom to retain or introduce additional safety tests, provided that they are compatible with Union law?
2. Can the Commission clarify whether a future revision of the roadworthiness package could contain new obligations requiring additional transposition or the amendment of national regulations by Member States?

Submitted: 2.7.2026

Answer given by Mr Tzitzikostas on behalf of the European Commission
(22 September 2026)

As noted by the Honourable Member, Article 1 of Directive 2014/45/EU states that it “*establishes minimum requirements for a regime of periodic roadworthiness tests of vehicles used on public roads*”.

The 4th recital further explains that Member States should be allowed to set higher standards, provided of course that such national measures are indeed compatible with Union law, including the Treaties.

It is premature at this time to speculate on the scope of any possible future Commission proposals to further amend the provisions of the Roadworthiness Package.

However, the Commission would note that a directive, by its very nature, establishes rules which Member States are legally obliged to transpose into their national law.
