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Answer given by Mr Tzitzikostas
on behalf of the European Commission
(28.7.2025)

The reference stating that 10% of accidents are caused by technical defects appears to be based on a misunderstanding. Rather, the impact assessment accompanying the proposal calculated with 6% for motorcycles, based on relevant studies¹.

As regards consultations, over 83% of the respondents to the online public consultation were citizens, many of them users of two-wheelers. The representatives of user groups, including car drivers, lorry drivers and motorcyclists were involved in the targeted consultation as well as other stakeholder groups.

The Commission carried out a rigorous impact assessment in line with Better Regulation rules and the proposal does not impose new obstacles to free movement. On the contrary, the proposal contributes to free movement by allowing to take periodic inspection abroad and enhanced exchange of information between Member States, while seeking to ensure the safety of all road users. Periodic inspection of motorcycles with an engine size above 125 cm³ has been required by Directive 2014/45/EU² since 2022, and 20 Member States conduct such tests. While infrastructure upgrades and education on safe driving are key components of a safe system, vehicle inspection has shown its own benefits.

¹ Such as, among others, on the effect of periodic technical inspections on traffic accidents (Hudec J. and Šarkan B. (2022), <https://komunikacie.uniza.sk/pdfs/csl/2022/03/17.pdf>), a case-control study of motorcycle crashes (Haworth et al. (1997), https://www.monash.edu/_data/assets/pdf_file/0019/216370/atsb174.pdf), or Maids. (2019). In-depth investigation of accidents involving powered two wheelers. <https://www.maids-study.eu/pdf/MAIDS2.pdf>.

² <https://eur-lex.europa.eu/eli/dir/2014/45/oj/eng>.