

Joint Declaration by FIM, FIVA and FEMA on the Roadworthiness Package - Opposition to Mandatory Periodic Technical Inspections (PTIs) for Motorcycles

FIM (Fédération Internationale de Motocyclisme), FIVA (Fédération Internationale des Véhicules Anciens), and FEMA (Federation of European Motorcyclists' Associations) jointly reaffirm their commitment to improving road safety across Europe and supporting proportionate, evidence-based legislation that recognises the diversity of road users and vehicle categories.

As the European Parliament advances its work on the Roadworthiness Package, we would first like to acknowledge the constructive efforts undertaken by the Transport and Tourism Committee (TRAN) and the Rapporteur to safeguard motoring heritage and to reduce certain administrative burdens.

At the same time, we wish to express our reservations about the **introduction of mandatory EU-wide Periodic Technical Inspections (PTIs) for motorcycles**, including the proposed extension of the scope to vehicles above 50cc, which would impose high costs in infrastructure, training, and administration while delivering minimal safety benefits.

The current Roadworthiness Directive already establishes a balanced framework combining EU-level harmonisation with established national roadworthiness regimes. Within this framework, motorcycle roadworthiness is regulated and monitored across the Union. There is no evidence of a systemic deficiency that would justify introducing mandatory EU-wide PTIs for motorcycles, nor clear evidence that such an extension would deliver measurable additional safety improvements. Member States that have already introduced motorcycle PTI policies have designed them in a manner tailored to their specific road safety needs, geographic characteristics, and conditions. For large or sparsely populated countries, centralised PTI facilities may be inaccessible or unusable for months due to seasonal conditions. In this context, a harmonised EU approach could risk creating disproportionate burdens, penalising riders in rural and remote areas, potentially increasing costs and compliance challenges without added safety benefits.

Routine self-checks have been a core component of rider training and part of EU motorcycle driving licence requirements since 2006, meaning riders are already required to assess the roadworthiness of their vehicles. In addition, many newer motorcycles undergo regular professional servicing due to warranty or finance agreements. Rather than filling a regulatory void, PTIs would add a second layer of inspection to vehicles that are already regularly assessed by riders and technicians.

Evidence shows that mechanical defects account for only 0.3% of incidents¹. Most crashes are linked to human error, road conditions, or interactions with other vehicles. Introducing mandatory PTIs for motorcycles would impose costs and burdens without meaningfully improving safety outcomes.

Therefore, FIM, FIVA and FEMA call on the Members of the European Parliament to:

- **Reject the introduction of EU-wide mandatory PTIs for motorcycles**, including the extension of scope to vehicles above 50cc.
- **Uphold the principle of subsidiarity** by allowing Member States to retain flexibility to determine the most appropriate approach based on national conditions, road safety data, and infrastructure realities.
- **Prioritise evidence-based measures**, such as training, infrastructure improvements and targeted enforcement, that directly address the primary causes of motorcycle accidents.

Europe’s motorcycling community remains committed to constructive engagement with EU institutions to deliver meaningful, evidence-based road safety improvements. We stand ready to contribute to solutions that address the real causes of motorcycle accidents while ensuring proportionate, practical regulation.

Signed,



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Jorge Viegas, FIM President



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¹ ACEM, MAIDS (Motorcycle Accidents In Depth Study) report (2004).