



European
Commission



ROAD SAFETY:

The new
Roadworthiness
Legislation

Transport



European
Commission

Development of technical roadside inspection legislation in EU

- Directive 2000/30/EC on technical roadside inspections
- Directive 2010/47/EU: Amendment of technical Annex





Commission proposal for updating roadworthiness legislation

- *Adoption of the Roadworthiness Package proposal by the Commission on 13 July 2012*
- *Discussions in Council and European Parliament with final political agreement on 18 December 2013*
- *Adoption by European Parliament and Council on 3 April 2014*
- *Publication in OJ on 19 April 2014*
- *Entry into force, 20 May 2014*

Objectives of the legislation

- *Harmonised, high quality of technical roadside inspections*
 - *Lowering administrative burdens, increased efficiency of roadside inspections*
 - *Reduction of the emissions of GHG and air pollutants from road transport*
- > *expected benefits for the whole package:*
1.200 fatalities less p.a.



Details of the legislation (general)

- *Use legal instrument of a Directive to allow Member States to better adapt to their needs*
- *Define common minimum standards at the necessary level to reach the objectives*
- *Harmonisation of requirements as a basis for full mutual recognition in the future*



Directive on technical roadside inspections (elements)

- *Extend scope to high speed tractors and encourage inspections of light vans.*
- *Risk based approach for selection of vehicles based on a risk-rating scheme*
- *EU wide minimum amount of roadside inspections p.a. (5% of registered HDV)*
- *Harmonised catalogue of test items and test methods*
- *Harmonised assessment of defects*



Directive on technical roadside inspections (elements) continue

- *Inclusion general principles, applicable standards and checking of cargo-securing*
- *Harmonised standards for inspectors performing more detailed inspections*
- *Use of mobile inspection units or test centres in close vicinity for more detailed inspections.*
- *National contact points and regular concerted roadside inspections for better cooperation between Member States*
- *Harmonised reporting (biennial reports by MS)*



Directive on technical roadside inspections (elements) continue

- *Report*
 - 6 years after publication on scope (N1 and O2)
 - 3 years after application of risk rating requirements (60 month after entry into force) on effectiveness and harmonisation of risk rating systems
- *Delegated acts for defined elements (vehicle category designation, test methods, ...)*
- *Implementing acts for transmission of statistics on checks to COM*



Transposition and Application

Transposition: 36 month after entry into force

Application: 48 month after entry into force

Different application date for:

- risk-rating (60 month after entry into force)

European
Best Practice Guidelines
on Cargo Securing
for Road Transport



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT

2014 Update

European Best Practice Guidelines on Cargo Securing for Road Transport



Background

First European Best Practice Guidelines on Cargo Securing in 2004 by Cargo Securing Expert Group published in 2008

Amendments to the relevant EN standard on the calculation of restraint forces in 2010 and Directive 2014/47/EU on technical roadside inspections → update of the Guidelines needed





2014 European Best Practice Guidelines on Cargo Securing

- *provide basic practical advice and instructions to all persons involved in loading/unloading and securing cargo on vehicles, including carriers and shippers*
- *serve as a basis for initial qualification and periodic training of professional drivers*
- *serve as a common basis for both practical application and enforcement of cargo securing*





2014 European Best Practice Guidelines on Cargo Securing content

- *Lists applicable standards*
- *Functional responsibilities (transport planning/
loading/driving)*
- *Physical background (mass forces, friction)*
- *Load distribution*
- *Vehicle structure and parts (strength
requirements)*
- *Packing and packing material*
- *Securing equipment (Lashings, chains, ropes)*





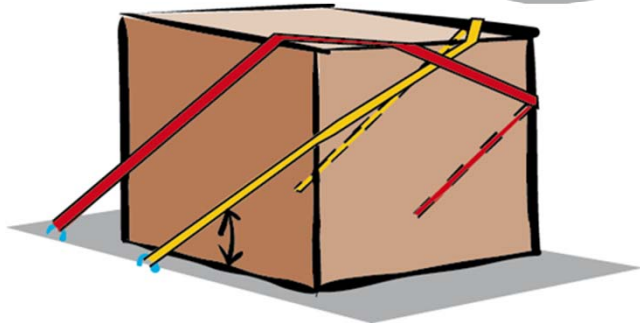
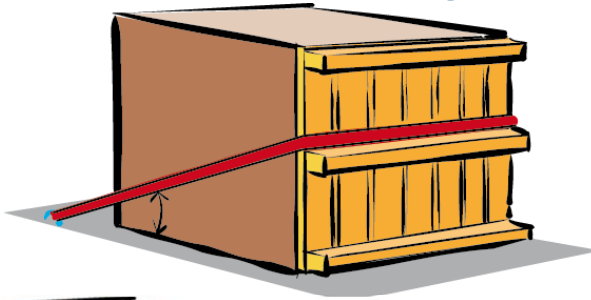
2014 European Best Practice Guidelines on Cargo Securing content

- *Securing methods (locking, blocking, direct lashing, top-over lashing)*
- *Calculations based on examples*
- *Checking of cargo securing*
- *Examples of cargo securing arrangements for specific goods based on best practice experience*
 - Panels on A-frames
 - Timber loads
 - Mobile machinery and cars
 - Transport of coils
 - Palletized goods



2014 European Best Practice Guidelines on Cargo Securing content

- *Quick Lashing Guide* –
 - easy tool for drivers and enforcers
 - No need for complicated calculations
- example spring lashing



Cargo weight in ton prevented from sliding						
per spring lashing						
μ^*	Forwards	Towards the rear		μ^*	Forwards	Towards the rear
0.15	3.7	6.6		0.45	6.7	19
0.20	4.1	7.6		0.50	7.5	no risk
0.25	4.5	8.8		0.55	8.4	no risk
0.30	4.9	10		0.60	9.6	no risk
0.35	5.4	12		0.65	11	no risk
0.40	6.0	15		0.70	13	no risk



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Thank you

