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Keyword "commercial vehicle"

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Creation date : 19-04-2024

[CO2 emission standards for new cars and vans](#)

Publication type At a Glance

Date 01-06-2022

Author ERBACH Gregor

Policy area Environment

Keyword air quality | commercial vehicle | deterioration of the environment | ENVIRONMENT | environmental policy | environmental standard | EUROPEAN UNION | European Union law | greenhouse gas | land transport | motor car | motor vehicle | motor vehicle pollution | non-polluting vehicle | organisation of transport | proposal (EU) | reduction of gas emissions | regulation (EU) | TRANSPORT

Summary The 'Fit for 55' package contains several legislative proposals aimed at reducing CO2 emissions in the transport sector. Emissions in this sector have barely fallen since 2005, because of increased transport demand. One of the proposals addresses road transport emissions by setting stricter CO2 emission standards for new cars and vans.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Revision of the Eurovignette Directive](#)

Publication type Briefing

Date 10-05-2022

Author PAPE Marketa

Policy area Taxation | Transport

Keyword axle tax | commercial vehicle | economic analysis | economic geography | ECONOMICS | EU Member State | European construction | EUROPEAN UNION | European Union law | FINANCE | GEOGRAPHY | impact study | land transport | motor vehicle | ordinary legislative procedure | organisation of transport | proposal (EU) | taxation | toll | trans-European network | TRANSPORT | transport infrastructure | transport policy | vehicle tax

Summary The European Parliament and the Council as co-legislators have adopted changes to Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructure (known as the Eurovignette Directive). Vignettes for heavy goods vehicles will have to be phased out across the core trans-European transport network from 2030 and replaced by distance-based charges (tolls). With a number of other changes, this should help make road pricing fairer and more efficient. The European Commission put forward a legislative proposal to amend the directive in May 2017, as part of its first 'mobility package' seeking to modernise mobility and transport. The aim of the proposal was to move away from a time-based model of charging (vignettes) to a distance-based one – that better reflects the polluter-pays and user-pays principles – and to include other vehicles. In Parliament, the Committee on Transport and Tourism (TRAN) took the lead. Parliament adopted its first-reading position in October 2018, without agreement with the Council. After the 2019 European elections, Giuseppe Ferrandino (S&D, Italy) took over as rapporteur. The Council adopted its position in December 2020. Interinstitutional negotiations in the first half of 2021 paved the way for an agreement, subsequently approved formally by both the Council and the Parliament. Sixth edition of a briefing originally drafted by Ariane Debyser and updated by Damiano Scordamaglia. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Alternative fuel vehicle infrastructure and fleets: State of play](#)

Publication type Briefing

Date 19-11-2021

Author SOONE Jaan

Policy area Transport

Keyword bus | climate change | commercial vehicle | deterioration of the environment | ENERGY | energy policy | energy resources | ENVIRONMENT | environmental policy | fuel | land transport | motor vehicle | motor vehicle pollution | natural environment | non-polluting vehicle | organisation of transport | reduction of gas emissions | TRANSPORT | transport infrastructure | transport policy

Summary In December 2019 the European Commission published a communication on the Green Deal, in which it outlined its priorities to transform the EU into a resource-efficient and competitive economy and to meet the EU's climate commitments. Subsequently, in line with the Green Deal, the European Climate Law was adopted in July 2021, setting in law the EU target for 2030 of reducing greenhouse gas emissions by at least 55 % compared with 1990 levels. To deliver the targets agreed in the European Climate Law, the Commission adopted a set of legislative proposals known as the 'Fit for 55' package on 14 July 2021. To speed up emissions reductions in transport, the package includes proposals to tighten the emissions trading scheme and widen its scope, proposals to increase the use of alternative fuels in aviation and shipping, stricter CO2 emissions standards for road vehicles, and a proposal to amend the Alternative Fuels Infrastructure Directive (AFID) and transform it into a regulation. This briefing provides a snapshot of the current state of play in alternative fuels recharging and refuelling points, and in the number of alternative fuel vehicles in circulation in EU countries. Since the adoption of the AFID in 2014, infrastructure deployment for the various alternative fuels in road transport has grown, however differences persist between Member States. Similarly, the uptake of alternatively fuelled vehicles differs between Member States, and petrol and diesel engines continue to dominate vehicle fleets. Nonetheless, the market for electric vehicles has strongly matured, and the market for hydrogen fuel cell vehicles has also developed. The market for natural gas and liquefied petroleum gas (LPG) vehicles is mature and has seen slow growth, but vehicles have remained concentrated in a few Member States. The briefing also summarises recent projections for future take-up of these vehicles. See also the EPRS 'EU Legislation in progress' briefing on the revision of the Directive on the Deployment of Alternative Fuels Infrastructure (AFID).

Briefing [EN](#)

Research for TRAN Committee - Alternative fuel infrastructures for heavy-duty vehicles

Publication type Study

Date 10-11-2021

External author CE Delft: Anouk VAN GRINSVEN, Matthijs OTTEN, Emiel VAN DEN TOORN, Reinier VAN DER VEEN, Julius KIRÁLY, Roy VAN DEN BERG

Policy area Transport

Keyword carriage of goods | commercial vehicle | ENERGY | energy policy | energy resources | ENVIRONMENT | EU strategy | European construction | EUROPEAN UNION | fossil fuel | land transport | large vehicle | natural environment | organisation of transport | substitute fuel | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This study presents the opportunities and challenges for the use and deployment of alternative fuels infrastructure in the EU for heavy-duty vehicles, in particular trucks. The current state of play and future needs are presented in the context of the ambitions of the Green Deal, the proposal for an Alternative Fuels Infrastructure Regulation published mid-July 2021 and the upcoming review of the TEN-T Regulation.

Study [EN](#)

Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

CO2 emission standards for heavy-duty vehicles

Publication type Briefing

Date 30-08-2019

Author ERBACH Gregor

Policy area Adoption of Legislation by EP and Council | Environment | Transport

Keyword access to EU information | commercial vehicle | deterioration of the environment | drafting of EU law | ENVIRONMENT | environmental policy | EU emission allowance | EU institutions and European civil service | EUROPEAN UNION | European Union law | general mechanical engineering | INDUSTRY | international affairs | international agreement | INTERNATIONAL RELATIONS | land transport | mechanical engineering | motor car | motor vehicle | motor vehicle pollution | organisation of transport | pollution control measures | proposal (EU) | TRANSPORT

Summary In May 2018, the Commission proposed a regulation setting the first-ever CO2 emission performance standards for new heavy-duty vehicles in the EU, as part of the third mobility package. It would require the average CO2 emissions from new trucks in 2025 to be 15 % lower than in 2019. For 2030, the proposal sets an indicative reduction target of at least 30 % compared to 2019. Special incentives are provided for zero- and low-emission vehicles. The proposed regulation applies to four categories of large trucks, which together account for 65 %-70 % of CO2 emissions from heavy-duty vehicles. The Commission proposes to review the legislation in 2022 in order to set a binding target for 2030, and to extend its application to smaller trucks, buses, coaches and trailers. In the European Parliament, the proposal was referred to the Committee on Environment, Public Health and Food Safety, which adopted its report on 18 October 2018. Parliament voted on the report on 14 November. Trilogue negotiations were concluded on 18 February 2019 with an agreement that sets a legally binding 30 % reduction target for the average fleet emissions of new trucks by 2030. The Parliament adopted it during the April II 2019 plenary session, and the Council on 13 June. The Regulation was published in the Official Journal on 25 July and entered into force on 14 August 2019.

Briefing [EN](#)

Setting CO2 emission performance standards for new heavy-duty vehicles

Publication type Briefing

Date 13-09-2018

Author VETTORAZZI STEFANO

Policy area Environment

Keyword bus | commercial vehicle | deterioration of the environment | economic analysis | ECONOMICS | ENERGY | energy consumption | energy policy | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | fuel | greenhouse gas | impact study | land transport | large vehicle | motor fuel | motor vehicle pollution | oil industry | organisation of transport | pollution control measures | proposal (EU) | reduction of gas emissions | TRANSPORT

Summary This initial appraisal assesses the strengths and weaknesses of the European Commission's impact assessment accompanying its proposal for a regulation setting CO2 emission performance standards for some categories of new 'rigid lorries' and 'tractors'. The proposal seeks to contribute to achieving the climate target set by the Paris Agreement, adopted on 12 December 2015, i.e. 'holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels'. In addition, it intends to help Member States achieving the national greenhouse gas (GHG) emissions reduction targets in the road transport sector for the period 2021-2030 set by the 'effort sharing' regulation proposed by the Commission. The appraisal concludes that the impact assessment clearly defines the problems to be addressed, although in a couple of cases only one option is considered (in addition to the baseline). In such cases, the Commission's approach appears not to be entirely in line with the better regulation toolbox. The analysis carried out appears to be sound and well evidenced, providing ample and detailed insight into the issues considered. The analysis of impacts focuses on the economic and environmental dimension, consistently with the manner in which the problems have been defined. Their quantitative assessment is based on three models which, according to the IA, have already been 'successfully' used in previous impact assessment regarding transport, energy and climate policies. The IA appears to have addressed all of the Regulatory Scrutiny Board's recommendations, and the legislative proposal seems to be consistent with the analysis carried out in the IA.

Briefing [EN](#)

[Review of CO2 emission standards for new cars and vans](#)

Publication type Briefing

Date 31-01-2018

Author KRAMER Esther

Policy area Environment | Transport

Keyword access to EU information | commercial vehicle | deterioration of the environment | economic analysis | ECONOMICS | ENVIRONMENT | environmental policy | EU emission allowance | EU institutions and European civil service | EUROPEAN UNION | general mechanical engineering | impact study | INDUSTRY | international affairs | international agreement | INTERNATIONAL RELATIONS | land transport | mechanical engineering | motor car | motor vehicle | motor vehicle pollution | organisation of transport | pollution control measures | TRANSPORT

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's impact assessment (IA) accompanying the above proposal, adopted on 8 November 2017 and referred to European Parliament's Committee on Environment, Public Health and Food Safety (ENVI). According to the IA, road transport caused 22 % of all EU greenhouse gas (GHG) emissions in 2015, 73 % of which came from cars and vans (IA, p. 19). The transport sector (except for aviation) is not covered by the EU's emissions trading system (ETS), adopted in 2005 in the context of international efforts to reduce GHG. Instead, the EU has put sector-specific legislation in place, in particular to reduce carbon dioxide (CO2) emissions. When it became clear that a 1999 voluntary emissions reduction agreement between the European Commission and the Association of European Automobile Manufacturers had not delivered, the EU adopted two regulations on mandatory CO2 standards for all new passenger cars and vans, in 2009 and 2011 respectively. Both were amended in 2014 with new emissions targets. After the Paris Agreement, countries such as China, the United States of America (USA) and Japan quickly began implementing ambitious policies for low-carbon transport. To comply with the agreement, the EU included the proposal to amend the current legislation in the European Commission's 2017 work programme. The review of the current regulations started in 2015, with publication of the European Commission's extensive ex-post evaluation. It found the current regulations effective and more efficient than expected, but also identified weaknesses. These included the measurement of emissions (test procedures), the utility parameter (mass or footprint) and emissions from energy and vehicle production, currently not covered (IA, pp. 15-16). As announced in its May 2017 communication, Europe on the Move, the Commission is pursuing an integrated approach to address all factors and actors relevant for CO2 emissions, from environment to industry (IA, p. 11). This proposal is therefore part of a comprehensive legislative package aiming to ensure 'clean, competitive and connected mobility for all' (IA, pp. 11-12, 17) and is flanked by important initiatives such as the EU action plan on alternative fuels infrastructure, revision of the Clean Vehicles Directive and the battery initiative.

Briefing [EN](#)

[Research for TRAN Committee - Odometer tampering: measures to prevent it](#)

Publication type Study

Date 15-11-2017

External author Enrico Pastori, Raffaele Vergnani

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword commercial vehicle | criminal law | fraud | INDUSTRY | land transport | LAW | mechanical engineering | motor vehicle industry | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | quality standard | road safety | roadworthiness tests | technical regulations | technology and technical regulations | TRANSPORT | transport policy | vehicle parts | vehicle registration

Summary Odometer tampering is still a widespread malpractice in the European Union and it affects almost all second-hand car markets of its Member States. This study examines how improvement can be made by presenting the best practices implemented in some Member States and countries outside of the EU, while emphasising their success factors and results achieved. Furthermore, the study highlights the available technological developments and IT solutions to combat the phenomenon with a view to a potential further application by the European automotive industry.

Study [EN](#), [FR](#)

[Monitoring and reporting of CO2 emissions and fuel consumption of new heavy-duty vehicles](#)

Publication type Briefing

Date 26-09-2017

Author VETTORAZZI STEFANO

Policy area Environment | Industry | Transport

Keyword bus | climate change policy | commercial vehicle | consumption | consumption | deterioration of the environment | disclosure of information | EDUCATION AND COMMUNICATIONS | ENERGY | ENVIRONMENT | environmental monitoring | environmental policy | EU law | EUROPEAN UNION | European Union law | greenhouse gas | information and information processing | information technology and data processing | land transport | motor fuel | motor vehicle pollution | oil industry | reduction of gas emissions | TRADE | TRANSPORT

Summary The IA clearly defines the problems and the objectives of the proposed initiative, and relies on comprehensive and up to date sources of information. Overall, the objectives appear to be relevant, measurable, and achievable; however, some discrepancy seems to exist between the definition of the operational objective and the indicators suggested for monitoring and evaluating the impacts of the proposed initiative. In addition, two of the suggested indicators could have been better qualified, in order to make them operational. The IA lacks any precise quantification of the impacts of monitoring and reporting over time on HDV CO2 emissions in the EU, although this weakness is acknowledged and attributed to the lack of reliable methodology. The analysis of the impact on the competitiveness of SMEs appears to be, in general, insufficiently developed or explained. The Commission consulted a broad range of stakeholders, whose views are described and analysed extensively; however, at least two issues considered relevant by the large majority of stakeholders, were not taken up and dealt with in the IA. The IA appears to have addressed most of the RSB recommendations; however, the aspect regarding data sensitivity and the potential market-disruptive risks relating to the monitoring and data collecting system seems still to be insufficiently illustrated and the arguments used lack any supporting evidence. Finally, the IA seems to make a reasonable case for the preferred option, which is reflected in the legislative proposal; however it is unclear why vehicles of categories O3 and O4 (i.e. trailers), included in the scope of Article 2, are not covered by the IA.

Briefing [EN](#)

Multimodal and Combined Freight Transport: Implementation Appraisal

Publication type Briefing

Date 07-07-2017

Author REMAC Milan

Policy area Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword BusinessEurope | carriage of goods | combined transport | commercial vehicle | EC Directive | economic analysis | ECONOMICS | EU institution | EU institutions and European civil service | European construction | European organisations | EUROPEAN UNION | European Union law | impact study | INTERNATIONAL ORGANISATIONS | land transport | maritime and inland waterway transport | non-governmental organisations | organisation of transport | rail transport | road transport | trans-European network | TRANSPORT | waterway transport

Summary Council Directive 92/106/EEC lays down rules applicable to combined transport of goods. Various resources show that there are currently several challenges linked with the implementation of the directive. These include, for instance, a broad and ambiguous definition of combined transport, outdated provisions of the directive, the need to align these provisions with the new economic reality and a need for a unified combined transport document. These challenges influence harmonisation of combined freight transport and limit the fulfilment of the directive's goals. The European Parliament has called on the European Commission to update the directive to respond to these challenges. Similar recommendations have come from the European Economic and Social Committee and from representatives of various stakeholder groups. Finally, the European Commission itself has expressed its intention to revise the directive as part of the enhancement of the social legislation in the area of road transport. It is expected that the European Commission will submit this proposal in the fourth quarter of 2017.

Briefing [EN](#)

The Eurovignette and the framework to promote a European electronic toll service (EETS)

Publication type Briefing

Date 06-03-2017

Author MALMERSJO Gertrud

Policy area Environment | Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword axle tax | commercial vehicle | economic analysis | economic geography | ECONOMICS | EU institution | EU institutions and European civil service | EU Member State | European construction | EUROPEAN UNION | FINANCE | GEOGRAPHY | impact study | land transport | motor vehicle | organisation of transport | taxation | toll | trans-European network | TRANSPORT | transport infrastructure | transport policy | vehicle tax

Summary The various reports and assessments show that there are considerable differences in the way vehicle road charges have been implemented across Member States. This means that a fully integrated market is yet to be reached. This is partly due to the flexibility contained in the various legislations which allowed Member States to apply systems that first and foremost fitted with their needs. As transport policy has increasingly become more interlinked with reducing emissions, these differences have become more problematic. The available evidence shows that there are qualitative differences between the road charging systems with distance-based charges being the most effective option. Indeed, it is clear that a move towards this system has been happening for some time now, and that road charges generally vary depending on emissions. The reviews did not find evidence of discrimination against any HGV users. In the area of electronic tolling, substantial variations can also be found. While dedicated short-range communications (DSRC) is the most used system, significant challenges around inter-operability remain. In fact some argue that none of the current systems in use under EETS will increase operability. Technological advances are nevertheless making harmonising these services easier. Although some argue that the gradual harmonisation seen to date has more to do with new technologies than with EU legislation. While a harmonised system is important for the internal market, road charges have also become closely linked with the reduction in emissions according to the 'polluter pay' principle. Following that logic, it would be difficult not to consider road charges for all vehicles. Especially since passenger car emissions make up a higher proportion of GHG emissions than HGVs. Indeed, the Commission's consultation on the topic confirms that wide ranging options are being considered. A broader scope raises more challenges, and as road charges get more sophisticated, i.e. time-based for example, more care needs to be taken that rates do not discriminate against some road users, in particular non-nationals. However, road charges currently make up only a very small proportion of the total costs for the transport sector, which means that behavioural changes solely based on these charges are likely to be limited. To significantly reduce transport emissions, much broader actions will be required.

Briefing [DE](#), [EN](#), [FR](#)

Weights and dimensions of trucks and buses

Publication type At a Glance

Date 02-03-2015

Author PILLATH Susanne

Policy area Transport

Keyword bus | commercial vehicle | derogation from EU law | ENERGY | energy efficiency | energy policy | EUROPEAN UNION | European Union law | land transport | organisation of transport | road safety | sustainable mobility | TRANSPORT | transport policy | transport regulations | vehicle parts | weight and size

Summary Heavy-goods vehicles and buses circulating within the European Union must comply with certain rules regarding their weight, height, width and length, in accordance with the Weights and Dimensions Directive. The revision of the current Directive aims at improving road safety, energy efficiency and the environmental performance of road transport through greener and safer trucks.

At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Mega trucks: a solution or a problem?](#)

Publication type Briefing

Date 07-05-2014

Author KATSAROVA Ivana

Policy area Environment | Transport

Keyword commercial vehicle | common transport policy | derogation from EU law | economic analysis | ECONOMICS | EU institutions and European civil service | EUROPEAN UNION | European Union law | impact study | interinstitutional relations (EU) | intra-EU transport | land transport | organisation of transport | proposal (EU) | road safety | sustainable mobility | TRANSPORT | transport policy | weight and size

Summary Longer and heavier vehicles (LHVs) also known as mega trucks, gigaliners, eurocombis, and ecoliners, are currently used in some EU Member States for transportation of freight by road. The EU has recently been discussing the question of whether to change the rules on their use for cross-border freight traffic around the EU. The pros and cons are explained in our briefing.

Briefing [EN](#)

[Weights and dimensions of road vehicles in the EU](#)

Publication type At a Glance

Date 10-04-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword bus | commercial vehicle | common transport policy | derogation from EU law | destination of transport | economic analysis | ECONOMICS | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | impact study | land transport | organisation of transport | proposal (EU) | reduction of gas emissions | TRANSPORT | transport policy | vehicle parts | weight and size

Summary The European Commission has proposed a revision of the rules on the weights and dimensions of road vehicles, in order to allow more energy-efficient, aerodynamic vehicles to be put on the market, and to improve road safety. But some aspects of the proposals have proved contentious. Parliament is due to vote on the proposals during the April II part-session.

At a Glance [EN](#)

[Maximum Authorized Dimensions and Weights of Certain Road Vehicles: Initial Appraisal of the Commission's Impact Assessment](#)

Publication type Briefing

Date 15-01-2014

Author DAVIES Alison

Policy area Ex-ante Impact Assessment | Transport

Keyword accounting | BUSINESS AND COMPETITION | business classification | carrying capacity | combined transport | commercial vehicle | container | cost-benefit analysis | drafting of EU law | economic analysis | ECONOMICS | ENERGY | energy efficiency | energy policy | EUROPEAN UNION | European Union law | impact study | land transport | organisation of transport | small and medium-sized enterprises | TRANSPORT | weight and size

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's Impact Assessment accompanying its proposal for a Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (COM (2013) 195 final), submitted on 15 April 2013. It analyses whether the principal criteria laid down in the Commission's own Impact Assessment Guidelines, as well as additional factors identified by the Parliament in its Impact Assessment Handbook, appear to be met by the IA. It does not attempt to deal with the substance of the proposal. It is drafted for informational and background purposes to assist the relevant parliamentary committee and Members more widely in their work.

Briefing [DE](#), [EN](#), [FR](#)

[A Review of Megatrucks - Major Issues and Case Studies](#)

Publication type Study

Date 15-11-2013

External author James Steer, Francesco Dionori, Lorenzo Casullo, Christoph Vollath, Roberta Frisoni, Fabrizio Carippo and Davide Ranghetti (Steer Davies Gleave)

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword combined transport | commercial vehicle | common transport policy | Denmark | deterioration of the environment | economic geography | ENVIRONMENT | environmental impact | environmental policy | Europe | Finland | GEOGRAPHY | Germany | greenhouse gas | land transport | Netherlands | organisation of transport | political geography | road safety | road traffic | Sweden | TRANSPORT | transport infrastructure | transport policy | transport statistics

Summary This study provides an analysis of the current evidence on Longer and Heavier Vehicles (LHVs) and the potential impact of allowing the use of these 'Megatrucks' throughout the EU - as is the case in Finland and Sweden which already permit LHVs in normal traffic. It rests on a literature review of prominent research in this field, as well as case studies looking into the experiences of LHVs in the five Member States in which they are either allowed or tested. In addition to this, it analyses available statistical data and considers the impact of 'Megatrucks' in relation to EU objectives on road safety and greenhouse gas emissions.

Study [DE](#), [EN](#), [FR](#)

Executive summary [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

[Roadworthiness of motor vehicles](#)

Publication type At a Glance

Date 27-06-2013

Author WEISSENBERGER Jean

Policy area Transport

Keyword accident prevention | commercial vehicle | health | land transport | motor car | police checks | POLITICS | politics and public safety | road safety | roadworthiness tests | SOCIAL QUESTIONS | TRANSPORT | transport policy | two-wheeled vehicle

Summary The technical condition of vehicles deteriorates with use and age, and with poor maintenance. Proposals for improved roadworthiness of motor vehicles along common standards, and through reinforced technical inspections and additional roadside checks, are now under consideration by the European Parliament.

At a Glance [EN](#)

[Reaching the 2020 Target to Reduce CO2 Emissions: Initial Appraisal of the European Commission's Impact Assessment](#)

Publication type Briefing

Date 15-10-2012

Author MANIAKI-GRIVA Alexia

Policy area Environment | Ex-ante Impact Assessment | Transport

Keyword clean technology | combustion gases | commercial vehicle | deterioration of the environment | ENVIRONMENT | environmental policy | environmental standard | EU emission allowance | INDUSTRY | land transport | mechanical engineering | motor vehicle industry | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | technology and technical regulations | TRANSPORT

Summary Initial appraisal of the strengths and weaknesses of the European Commission's Impact Assessment accompanying its proposals on defining the modalities for reaching the 2020 target to reduce CO2 emissions from new light commercial vehicles and passenger cars.

Briefing [DE](#), [EN](#), [FR](#)

[The Road Safety Performance of Commercial Light Goods Vehicles](#)

Publication type Study

Date 15-10-2009

External author Iain Knight, Tanja Robinson, Mike Neale and Wesley Hulshof (TRL Limited)

Policy area Transport

Keyword carriage of goods | commercial vehicle | data collection | EDUCATION AND COMMUNICATIONS | EMPLOYMENT AND WORKING CONDITIONS | information technology and data processing | land transport | occupational safety | organisation of transport | organisation of work and working conditions | PRODUCTION, TECHNOLOGY AND RESEARCH | road safety | road traffic | safety device | safety standard | technology and technical regulations | TRANSPORT | transport accident | transport policy | vehicle registration

Summary This report describes the collation and analysis of a wide range of disparate European data on the safety of light goods vehicles (LGVs – goods vehicles with a maximum mass not exceeding 3.5 tonnes). It includes data on regulations, new registrations, stock, traffic, freight performance, business sectors, accidents and casualties. It identifies the trends in both the LGV market and safety performance and identifies areas that could be a priority for safety interventions.

Study [DE](#), [EN](#), [FR](#), [NL](#)

Executive summary [XL](#)