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Parole chiave "veicolo industriale"

19 Risultati(i)

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[Norme sulle emissioni di CO2 per le nuove autovetture e i nuovi furgoni](#)

Tipo di pubblicazione In sintesi

Data 01-06-2022

Autore ERBACH Gregor

Settore di intervento Ambiente

Parole chiave AMBIENTE | automobile | degrado ambientale | diritto dell'Unione europea | gas a effetto serra | inquinamento automobilistico | norma ambientale | organizzazione dei trasporti | politica dell'ambiente | proposta (UE) | qualità dell'aria | regolamento (UE) | riduzione delle emissioni gassose | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo a motore | veicolo industriale | veicolo non inquinante

Riassunto Il pacchetto "Pronti per il 55 %" contiene diverse proposte legislative volte a ridurre le emissioni di CO2 nel settore dei trasporti. Le emissioni in tale settore sono diminuite appena dal 2005, a causa dell'aumento della domanda di trasporto. Una delle proposte riguarda le emissioni del trasporto su strada mediante la fissazione di norme più rigorose in materia di emissioni di CO2 per le nuove autovetture e i nuovi furgoni.

In sintesi [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Revision of the Eurovignette Directive](#)

Tipo di pubblicazione Briefing

Data 10-05-2022

Autore PAPE Marketa

Settore di intervento Fiscalità | Trasporti

Parole chiave analisi economica | costruzione europea | diritto dell'Unione europea | ECONOMIA | FINANZE | fiscalità | GEOGRAFIA | geografia economica | infrastruttura dei trasporti | organizzazione dei trasporti | pedaggio | politica dei trasporti | procedura legislativa ordinaria | proposta (UE) | rete transeuropea | Stato membro UE | studio d'impatto | tassa assiale | tassa sui veicoli | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo a motore | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione Briefing

Data 19-11-2021

Autore SOONE Jaan

Settore di intervento Trasporti

Parole chiave AMBIENTE | ambiente naturale | autobus | cambiamento climatico | combustibile | degrado ambientale | ENERGIA | infrastruttura dei trasporti | inquinamento automobilistico | organizzazione dei trasporti | politica dei trasporti | politica dell'ambiente | politica energetica | riduzione delle emissioni gassose | risorse energetiche | trasporti terrestri | TRASPORTO | veicolo a motore | veicolo industriale | veicolo non inquinante

Riassunto 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](#)

[Studio per la commissione TRAN – Infrastrutture per combustibili alternativi destinate ai veicoli pesanti](#)

Tipo di pubblicazione Studio

Data 10-11-2021

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

Settore di intervento Trasporti

Parole chiave AMBIENTE | ambiente naturale | combustibile di sostituzione | combustibile fossile | costruzione europea | ENERGIA | infrastruttura dei trasporti | organizzazione dei trasporti | politica dei trasporti | politica energetica | rete transeuropea | risorse energetiche | strategia UE | trasporti terrestri | TRASPORTO | trasporto merci | UNIONE EUROPEA | veicolo cargo | veicolo industriale

Riassunto Il presente documento è una sintesi della versione integrale dello studio sul tema "Infrastrutture per combustibili alternativi destinate ai veicoli pesanti". La versione integrale dello studio, disponibile in inglese, può essere scaricata al seguente indirizzo: <https://bit.ly/3o58pml>

Studio [EN](#)

Sintesi [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[CO2 emission standards for heavy-duty vehicles](#)

Tipo di pubblicazione Briefing

Data 30-08-2019

Autore ERBACH Gregor

Settore di intervento Adozione della legislazione da parte del PE e del Consiglio | Ambiente | Trasporti

Parole chiave accesso all'informazione dell'UE | accordo internazionale | AMBIENTE | automobile | degrado ambientale | diritto dell'Unione europea | elaborazione del diritto dell'UE | INDUSTRIA | industria meccanica | inquinamento automobilistico | istituzioni dell'Unione europea e funzione pubblica europea | lotta contro l'inquinamento | meccanica generale | organizzazione dei trasporti | politica dell'ambiente | politica internazionale | proposta (UE) | quota di emissione dell'UE | RELAZIONI INTERNAZIONALI | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo a motore | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione Briefing

Data 13-09-2018

Autore VETTORAZZI STEFANO

Settore di intervento Ambiente

Parole chiave AMBIENTE | analisi economica | autobus | carburante | combustibile | consumo d'energia | degrado ambientale | diritto dell'Unione europea | ECONOMIA | ENERGIA | gas a effetto serra | industria petrolifera | inquinamento automobilistico | lotta contro l'inquinamento | organizzazione dei trasporti | politica dell'ambiente | politica energetica | proposta (UE) | riduzione delle emissioni gassose | studio d'impatto | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo cargo | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione Briefing

Data 31-01-2018

Autore KRAMER Esther

Settore di intervento Ambiente | Trasporti

Parole chiave accesso all'informazione dell'UE | accordo internazionale | AMBIENTE | analisi economica | automobile | degrado ambientale | ECONOMIA | INDUSTRIA | industria meccanica | inquinamento automobilistico | istituzioni dell'Unione europea e funzione pubblica europea | lotta contro l'inquinamento | meccanica generale | organizzazione dei trasporti | politica dell'ambiente | politica internazionale | quota di emissione dell'UE | RELAZIONI INTERNAZIONALI | studio d'impatto | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo a motore | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione Studio

Data 15-11-2017

Autore esterno Enrico Pastori, Raffaele Vergnani

Settore di intervento Trasporti | Valutazione del diritto e delle politiche nella pratica

Parole chiave controllo tecnico | DIRITTO | diritto penale | equipaggiamento del veicolo | frode | immatricolazione del veicolo | INDUSTRIA | industria automobilistica | industria meccanica | norma di qualità | organizzazione dei trasporti | politica dei trasporti | PRODUZIONE, TECNOLOGIA E RICERCA | regolamentazione tecnica | sicurezza stradale | tecnologia e regolamentazione tecnica | trasporti terrestri | TRASPORTO | veicolo industriale

Riassunto 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.

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

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

Tipo di pubblicazione Briefing

Data 26-09-2017

Autore VETTORAZZI STEFANO

Settore di intervento Ambiente | Industria | Trasporti

Parole chiave AMBIENTE | autobus | carburante | comunicazione dei dati | consumo | consumo | degrado ambientale | diritto dell'UE | diritto dell'Unione europea | ENERGIA | gas a effetto serra | industria petrolifera | informatica e trattamento dei dati | informazione ed elaborazione dell'informazione | inquinamento automobilistico | ISTRUZIONE E COMUNICAZIONE | politica dell'ambiente | politica in materia di cambiamenti climatici | riduzione delle emissioni gassose | SCAMBI ECONOMICI E COMMERCIALI | sorveglianza dell'ambiente | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione Briefing

Data 07-07-2017

Autore REMAC Milan

Settore di intervento Recepimento e attuazione del diritto | Trasporti | Valutazione del diritto e delle politiche nella pratica

Parole chiave analisi economica | BusinessEurope | costruzione europea | direttiva CE | diritto dell'Unione europea | ECONOMIA | istituzione dell'Unione europea | istituzioni dell'Unione europea e funzione pubblica europea | naviglio | organizzazione dei trasporti | organizzazioni europee | ORGANIZZAZIONI INTERNAZIONALI | organizzazioni non governative | rete transeuropea | studio d'impatto | trasporti marittimi e fluviali | trasporti terrestri | TRASPORTO | trasporto combinato | trasporto ferroviario | trasporto merci | trasporto stradale | UNIONE EUROPEA | veicolo industriale

Riassunto 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 \(EETS\)](#)

Tipo di pubblicazione Briefing

Data 06-03-2017

Autore MALMERSJO Gertrud

Settore di intervento Ambiente | Recepimento e attuazione del diritto | Trasporti | Valutazione del diritto e delle politiche nella pratica

Parole chiave analisi economica | costruzione europea | ECONOMIA | FINANZE | fiscalità | GEOGRAFIA | geografia economica | infrastruttura dei trasporti | istituzione dell'Unione europea | istituzioni dell'Unione europea e funzione pubblica europea | organizzazione dei trasporti | pedaggio | politica dei trasporti | rete transeuropea | Stato membro UE | studio d'impatto | tassa assiale | tassa sui veicoli | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo a motore | veicolo industriale

Riassunto 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](#)

[Pesi e dimensioni di veicoli pesanti e autobus](#)

Tipo di pubblicazione In sintesi

Data 02-03-2015

Autore PILLATH Susanne

Settore di intervento Trasporti

Parole chiave autobus | deroga al diritto dell'UE | diritto dell'Unione europea | ENERGIA | equipaggiamento del veicolo | mobilità sostenibile | organizzazione dei trasporti | pesi e dimensioni | politica dei trasporti | politica energetica | regolamentazione dei trasporti | rendimento energetico | sicurezza stradale | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo industriale

Riassunto I veicoli pesanti e gli autobus che circolano all'interno dell'Unione europea devono rispettare determinate norme in materia di peso, altezza, larghezza e lunghezza, in conformità con la direttiva concernente pesi e dimensioni. La revisione dell'attuale direttiva intende migliorare la sicurezza stradale, l'efficienza energetica e le prestazioni ambientali del trasporto su strada grazie a veicoli pesanti più ecologici e sicuri.

In sintesi [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

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

Tipo di pubblicazione Briefing

Data 07-05-2014

Autore KATSAROVA Ivana

Settore di intervento Ambiente | Trasporti

Parole chiave analisi economica | deroga al diritto dell'UE | diritto dell'Unione europea | ECONOMIA | istituzioni dell'Unione europea e funzione pubblica europea | mobilità sostenibile | organizzazione dei trasporti | pesi e dimensioni | politica comune dei trasporti | politica dei trasporti | proposta (UE) | relazione interistituzionale (UE) | sicurezza stradale | studio d'impatto | trasporti terrestri | TRASPORTO | trasporto intra UE | UNIONE EUROPEA | veicolo industriale

Riassunto 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](#)

Tipo di pubblicazione In sintesi

Data 10-04-2014

Autore KATSAROVA Ivana

Settore di intervento Trasporti

Parole chiave AMBIENTE | ambito territoriale del trasporto | analisi economica | autobus | deroga al diritto dell'UE | diritto dell'Unione europea | ECONOMIA | equipaggiamento del veicolo | organizzazione dei trasporti | pesi e dimensioni | politica comune dei trasporti | politica dei trasporti | politica dell'ambiente | proposta (UE) | riduzione delle emissioni gassose | studio d'impatto | trasporti terrestri | TRASPORTO | UNIONE EUROPEA | veicolo industriale

Riassunto 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.

In sintesi [EN](#)

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

Tipo di pubblicazione Briefing

Data 15-01-2014

Autore DAVIES Alison

Settore di intervento Trasporti | Valutazione d'impatto ex ante

Parole chiave analisi costi-benefici | analisi economica | capacità di carico | contenitore | diritto dell'Unione europea | ECONOMIA | elaborazione del diritto dell'UE | ENERGIA | gestione contabile | IMPRESA E CONCORRENZA | organizzazione dei trasporti | pesi e dimensioni | piccole e medie imprese | politica energetica | rendimento energetico | studio d'impatto | tipo d'impresa | trasporti terrestri | TRASPORTO | trasporto combinato | UNIONE EUROPEA | veicolo industriale

Riassunto 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](#)

Un'analisi dei megacamion - Le problematiche più importanti e gli studi dei casi

Tipo di pubblicazione Studio

Data 15-11-2013

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

Settore di intervento Trasporti | Valutazione del diritto e delle politiche nella pratica

Parole chiave AMBIENTE | circolazione stradale | Danimarca | degrado ambientale | Europa | Finlandia | gas a effetto serra | GEOGRAFIA | geografia economica | geografia politica | Germania | impatto ambientale | infrastruttura dei trasporti | organizzazione dei trasporti | Paesi Bassi | politica comune dei trasporti | politica dei trasporti | politica dell'ambiente | sicurezza stradale | statistica dei trasporti | Svezia | trasporti terrestri | TRASPORTO | trasporto combinato | veicolo industriale

Riassunto Il presente studio offre un'analisi delle attuali prove relative ai veicoli più lunghi e più pesanti (Longer and Heavier Vehicles - LHV) e delle potenziali ripercussioni del permesso di utilizzare tali "megacamion" in tutta l'Unione europea, come in Finlandia e Svezia, che già consentono a tali veicoli di circolare nel normale traffico. Esso si fonda su un'analisi della letteratura di autorevoli ricerche nel settore in oggetto, come pure su studi dei casi che indagano le esperienze dei veicoli più lunghi e più pesanti nei cinque Stati membri in cui sono consentiti o in fase di sperimentazione. Inoltre, esso analizza i dati statistici a disposizione e vaglia le ripercussioni dei "megacamion" in relazione agli obiettivi dell'UE in materia di sicurezza stradale e di emissioni di gas a effetto serra.

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

Sintesi [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

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Autore WEISSENBERGER Jean

Settore di intervento Trasporti

Parole chiave automobile | controllo di polizia | controllo tecnico | politica dei trasporti | prevenzione degli infortuni | QUESTIONI SOCIALI | salute | sicurezza stradale | trasporti terrestri | TRASPORTO | veicolo a due ruote | veicolo industriale | VITA POLITICA | vita politica e sicurezza pubblica

Riassunto 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.

In sintesi [EN](#)

Reaching the 2020 Target to Reduce CO2 Emissions: Initial Appraisal of the European Commission's Impact Assessment

Tipo di pubblicazione Briefing

Data 15-10-2012

Autore MANIAKI-GRIVA Alexia

Settore di intervento Ambiente | Trasporti | Valutazione d'impatto ex ante

Parole chiave AMBIENTE | degrado ambientale | gas di combustione | INDUSTRIA | industria automobilistica | industria meccanica | norma ambientale | politica dell'ambiente | PRODUZIONE, TECNOLOGIA E RICERCA | quota di emissione dell'UE | riduzione delle emissioni gassose | tecnologia e regolamentazione tecnica | tecnologia pulita | trasporti terrestri | TRASPORTO | veicolo industriale

Riassunto 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

Tipo di pubblicazione Studio

Data 15-10-2009

Autore esterno Iain Knight, Tanja Robinson, Mike Neale and Wesley Hulshof (TRL Limited)

Settore di intervento Trasporti

Parole chiave circolazione stradale | condizioni e organizzazione del lavoro | dispositivo di sicurezza | immatricolazione del veicolo | incidente di trasporto | informatica e trattamento dei dati | ISTRUZIONE E COMUNICAZIONE | norma di sicurezza | OCCUPAZIONE E LAVORO | organizzazione dei trasporti | politica dei trasporti | PRODUZIONE, TECNOLOGIA E RICERCA | raccolta dei dati | sicurezza del lavoro | sicurezza stradale | tecnologia e regolamentazione tecnica | trasporti terrestri | TRASPORTO | trasporto merci | veicolo industriale

Riassunto 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.

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

Sintesi [XL](#)