



5<sup>th</sup> International EUMOS SYMPOSIUM  
14-15 September 2017  
Vienna

## FROM LOCAL TO GLOBAL TRANSPORT REGULATION, IMPLEMENTATION OF DIRECTIVE 2014/47/EU



JOAN ALCARAZ LLORCA, MSc (OPEN)  
Product and Packaging Testing Project Manager,  
ITENE RESEARCH CENTRE, Spain

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# ITENE SOLVES ALL CHALLENGES OF COMPANIES ALONG THE SUPPLY CHAIN

We are the **RESEARCH CENTRE** specialized on Packaging, Transport, Logistics & Mobility INNOVATION

Our **MISSION** is to create **NEW BUSINESS** based on breakthrough technologies.



# WE ARE TECHNOLOGICAL PARTNERS OF SOME OF THE MOST IMPORTANT ENTERPRISES WORLDWIDE

ITENE OFFERS HIGH ADDED VALUE SERVICES TO PREMIUM COMPANIES

## INTERNATIONAL CLIENTS



>320

## ANNUAL TESTS PERFORMED



>3.500

## PROFESSIONAL TEAM



120

## STATE OF THE ART TECHNOLOGIES



7.150  
m<sup>2</sup>



PEPSICO



Spain & Portugal

REXAM



A Division of Euro Pool System



B/S/H/



UBE



PORCELANOSA

# 1. CHALLENGES WITH THE IMPLEMENTATION OF DIRECTIVE 2014/47/EU

- LOCAL Implementation: SPANISH Case
- GLOBAL (General) Concerns

# 2. NECESSARY NEXT STEPS

- EUMOS detail
- LOBBY Actions
- ITENE's Contribution

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## CHALLENGES WITH THE IMPLEMENTATION OF DIRECTIVE 2014/47/EU





## 1.1

# CHALLENGES WITH THE IMPLEMENTATION OF DIRECTIVE 2014/47/EU

LOCAL Implementation: SPANISH Case



# SPAIN'S INITIAL SITUATION

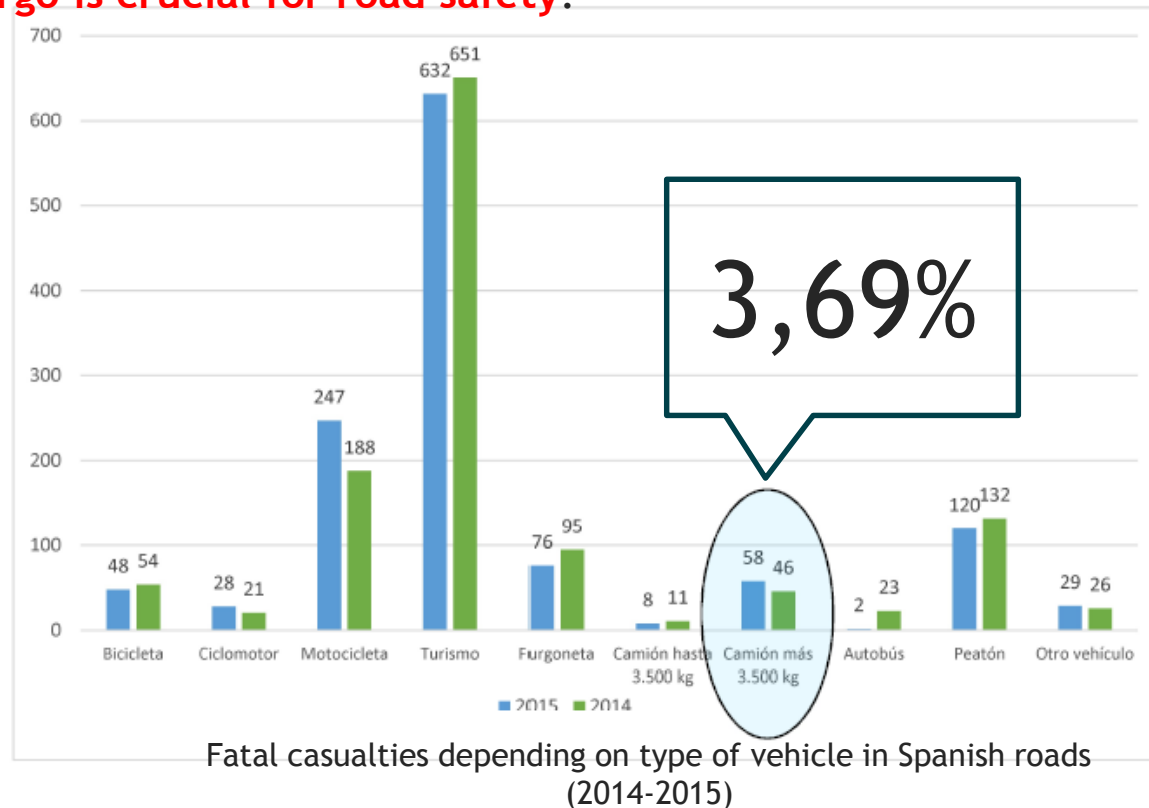
LOAD SAFETY IS HIGH PRIORITY IN EU LEGISLATION... ¿BUT ALSO FOR SPAIN?



## DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT

(1) the Commission set out a 'zero-vision' objective whereby the Union should move close to zero fatalities in road transport by 2050

(16) Securing of cargo is crucial for road safety.



# SPAIN'S INITIAL SITUATION

## NOT AN IMPORTANT CONCERN FOR ROAD POLICE... ¿LACK OF TOOLS?



Reported infractions of vehicles involved in accidents

### ACCIDENTALIDAD

| INFRACCIONES DEL CONDUCTOR |   | 2008   | 2009   | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  |
|----------------------------|---|--------|--------|-------|-------|-------|-------|-------|-------|
| Via interurbana            | Infracción de velocidad                             | 11.186 | 10.085 | 9.150 | 8.019 | 7.651 | 7.556 | 7.702 | 6.936 |
|                            | Porcentaje  | 31%    | 31%    | 30%   | 28%   | 28%   | 26%   | 30%   | 26%   |
|                            | Marcha lenta entorpeciendo la circulación           | 107    | 108    | 65    | 88    | 68    | 75    | 56    | 57    |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
|                            | No respetar señal de STOP                           | 1.785  | 1.556  | 1.359 | 1.203 | 1.216 | 1.231 | 1.252 | 1.268 |
|                            | Porcentaje  | 5%     | 5%     | 4%    | 4%    | 4%    | 4%    | 5%    | 5%    |
|                            | No respetar paso para peatones                      | 77     | 55     | 72    | 48    | 70    | 65    | 166   | 136   |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 0%    | 0%    | 0%    | 1%    | 1%    |
|                            | No respetar otra regulación de prioridad            | 1.629  | 1.454  | 1.445 | 1.446 | 1.356 | 1.528 | 2.287 | 2.256 |
|                            | Porcentaje  | 5%     | 4%     | 5%    | 5%    | 5%    | 5%    | 9%    | 9%    |
|                            | Circular en sentido contrario o por lugar prohibido | 161    | 148    | 129   | 148   | 123   | 120   | 183   | 165   |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 1%    | 0%    | 0%    | 1%    | 1%    |
|                            | Invadir parcialmente el sentido contrario           | 2.018  | 1.713  | 1.503 | 1.349 | 1.230 | 1.160 | 1.852 | 1.700 |
|                            | Porcentaje  | 6%     | 5%     | 5%    | 5%    | 4%    | 4%    | 7%    | 6%    |
|                            | Adelantar antirreglamentariamente                   | 962    | 840    | 701   | 571   | 561   | 540   | 574   | 534   |
|                            | Porcentaje  | 3%     | 3%     | 2%    | 2%    | 2%    | 2%    | 2%    | 2%    |
|                            | No mantener el intervalo de seguridad               | 2.875  | 2.565  | 2.518 | 2.207 | 2.122 | 2.317 | 4.488 | 4.766 |
|                            | Porcentaje  | 8%     | 8%     | 8%    | 8%    | 8%    | 8%    | 17%   | 18%   |
|                            | Apertura de puertas sin precaución                  | 27     | 17     | 15    | 20    | 25    | 17    | 13    | 16    |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
|                            | Incorrecta utilización del alumbrado                | 43     | 30     | 26    | 23    | 30    | 27    | 107   | 104   |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |
|                            | Excess of cargo and wrong cargo securing            | 9      | 5      | 9     | 4     | 7     | 11    | 90    | 53    |
|                            | Porcentaje  | 0%     | 0%     | 0%    | 0%    | 0%    | 0%    | 0%    | 0%    |



# TRANSPPOSITION TO NATIONAL REGULATION



Directive 2014/47/EU turns into Royal Decree 562/2014

## DEVIL IS IN THE DETAILS. THE “SHALL”-”MAY” TRICK

- The use of “shall” (obligation) and “may” (option) in the Directive will have different effects in the transposition of the directive.
- **Everything related to cargo securing is related as “may”**. A real bet of the European Parliament for cargo securing would have been shown using the “shall” form.
- Those converting the “may” into obligation their country will be “tougher” in the implementation of the law
- Those keeping “may” as optional may have the **temptation of never taking the option**, becoming “softer” countries, and **converting cargo securing as a simple “pie in the sky”**
- This “shall”-”make” trick different approach may cause **asymmetry within the European Union**.



# TRANSPPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Royal Decree 563/2017



### Technical Roadside Inspections of Commercial Vehicles - the main improvements

**The current rules:** Directive 2009/40/EC is complemented by Directive 2000/30/EC, which provides the requirement to control the technical state of commercial vehicles in between periodic inspections (with technical roadside inspections). These are additional on-the-spot roadside checks for commercial vehicles.

Under the new Directive 2014/47/EU:

1. The selection of vehicles will be based on the **risk profile** of the operators and **target high risk** undertakings to reduce the burden on operators that maintain their vehicles in a proper way. Risk profiling will be based on the results of previous roadworthiness tests and roadside inspections taking into account the number and severity of defects detected as well as a time-factor providing higher importance to recent performed checks.



Art. 6 (Risks), Art. 7  
(Vehicle selection)  
& Art. 15  
(Communications)

- *High risk companies "may" be prioritised*
- *On a monthly basis a database will be updated nationally and shared with the member countries.*

# TRANSPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Royal Decree 563/2017



### Technical Roadside Inspections of Commercial Vehicles - the main improvements

**The current rules:** Directive 2009/40/EC is complemented by Directive 2000/30/EC, which provides the requirement to control the technical state of commercial vehicles in between periodic inspections (with technical roadside inspections). These are additional on-the-spot roadside checks for commercial vehicles.

Under the new Directive 2014/47/EU:

2. Currently technical roadside inspections apply to commercial vehicles of more than 3.5 tonnes. The directive encourages Member States to include **light commercial vehicles** (under 3.5 tonnes) into their roadside inspections (RSI) as such vehicles are being used more frequently in road transport. These vehicles are not covered by certain requirements such as the requirement of training for professional drivers or the installation of speed limitation devices ending up in a relatively high number of road accidents involving such vehicles.



Art. 2 (Scope)

# TRANSPPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Royal Decree 563/2017



### Technical Roadside Inspections of Commercial Vehicles - the main improvements

**The current rules:** Directive 2009/40/EC is complemented by Directive 2000/30/EC, which provides the requirement to control the technical state of commercial vehicles in between periodic inspections (with technical roadside inspections). These are additional on-the-spot roadside checks for commercial vehicles.

Under the new Directive 2014/47/EU:

- 3. The number of technical roadside inspections per year** within the Union will be linked to the number of registered commercial vehicles. Member States shall endeavour to carry out an appropriate number of RSI proportionate to the total number of such vehicles registered in their territory to provide for a more equal distribution of the roadside checks among them.



Art. 5 (% vehicles)

- In Germany the "Bundesamt für Güterverkehr (BAG)" claims to undertake 500.000 roadside inspections per year to trucks and buses.*
- In 2015 in Spain 717 inspections to trucks and buses were undertaken. 144 vehicles (20%) were fined*
- Considering about 2.500.000 registered vehicles over 3,5T it means about 125.000 roadside inspections.*



# TRANSPOSITION TO NATIONAL REGULATION

Directive 2014/47/EU turns into

- *It is expected 12.500 detailed inspections.*
- *There is a translation mistake in the Spanish version of the Directive 47/2014 in Article 10 that has been kept in the Royal Decree Article 8*

## Article 10

### Contents and methods of technical roadside inspections

1. Member States shall ensure that vehicles selected in accordance with Article 9 are subject to an initial technical roadside inspection.

In each initial technical roadside inspection of a vehicle, the inspector:

- (a) shall check the latest roadworthiness certificate and technical roadside inspection report, where available, kept on board, or electronic evidence thereof in accordance with Article 7(1);
- (b) shall carry out a visual assessment of the technical condition of the vehicle;
- (c) may carry out a visual assessment of the securing of the vehicle's cargo in accordance with Article 13;
- (d) may carry out technical checks by any method deemed appropriate. Such technical checks may be carried out in order to substantiate a decision to submit the vehicle to a more detailed technical roadside inspection, or to request that the deficiencies be rectified without delay in accordance with Article 14(1).

The inspector shall verify whether any deficiencies indicated in the previous technical roadside inspection report have been rectified.

SHALL

SHALL

MAY

MAY

## Artículo 10

### Objeto de las inspecciones técnicas en carretera y métodos aplicados

1. Los Estados miembros velarán por que los vehículos seleccionados conforme a lo indicado en el artículo 9 sean objeto de una inspección técnica en carretera inicial.

En la inspección técnica en carretera inicial de un vehículo, el inspector:

- a) comprobará el último certificado de inspección técnica y el informe de inspección técnica en carretera, si están disponibles, o justificantes electrónicos de estos, que deben conservarse a bordo del vehículo de conformidad con el artículo 7, apartado 1;
- b) podrá realizar una inspección ocular del estado técnico del vehículo;
- c) podrá realizar una inspección ocular de la sujeción de la carga del vehículo de conformidad con el artículo 13;
- d) podrá efectuar controles técnicos por cualquier método que se estime apropiado. Tales controles técnicos podrán efectuarse para justificar una decisión de someter el vehículo a una inspección técnica en carretera más minuciosa o para solicitar que se subsanen sin demora las deficiencias, de conformidad con lo establecido en el artículo 14, apartado 1.

Si en el informe de la inspección técnica en carretera anterior se hubieran consignado deficiencias, el inspector verificará si han sido subsanadas.

SHALL

MAY

MAY

MAY



# TRANSPPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Royal Decree 563/2017



### Technical Roadside Inspections of Commercial Vehicles - the main improvements

**The current rules:** Directive 2009/40/EC is complemented by Directive 2000/30/EC, which provides the requirement to control the technical state of commercial vehicles in between periodic inspections (with technical roadside inspections). These are additional on-the-spot roadside checks for commercial vehicles.

Under the new Directive 2014/47/EU:

5. The **securing of cargo** will be included in the roadside checks. Inadequate cargo securing is considered as factor related to up to 25% of accidents involving trucks. The directive establishes the principles for cargo securing, provides for a list of applicable standards and for harmonised criteria for the assessment related to the securing of cargo.



Art. 8, Art. 11  
(Cargo securing)

- *In the Spanish transposition "may" remains "may"*
- *The Guardia Civil has not received any training on this yet, and there is no prospect at the moment.*
- *The mood is that, except in very evident situations, no cargo securing review will be undertaken.*
- *Although in the harmonised Roadside Inspection Report there is a "check list" in which it has to be stated if Cargo Securing is inspected or not*

# TRANSPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Royal Decree 563/2017



### 10. Checklist

|  | Checked <sup>(d)</sup>   | Failed <sup>(e)</sup>    |
|--|--------------------------|--------------------------|
| (0) Identification <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> |
| (1) Braking equipment <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> |
| (2) Steering <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> |
| (3) Visibility <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> |
| (4) Lighting equipment and electrical system <sup>(f)</sup>                                    | <input type="checkbox"/> | <input type="checkbox"/> |
| (5) Axles, wheels, tyres, suspension <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> |
| (6) Chassis and chassis attachments <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> |
| (7) Other equipment incl. tachograph and speed limitation device <sup>(f)</sup>                | <input type="checkbox"/> | <input type="checkbox"/> |
| (8) Nuisance incl. emissions and spillage of fuel and/or oil <sup>(f)</sup>                    | <input type="checkbox"/> | <input type="checkbox"/> |
| (9) Supplementary tests for category M <sub>2</sub> and M <sub>3</sub> vehicles <sup>(f)</sup> | <input type="checkbox"/> | <input type="checkbox"/> |
| (10) Cargo securing <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> |

### 10. Elementos controlados

|   | Controlado <sup>(d)</sup> | Rechazado <sup>(e)</sup> |
|---|---------------------------|--------------------------|
| 0) Identificación <sup>(f)</sup>  | <input type="checkbox"/>  | <input type="checkbox"/> |
| 1) Dispositivos de frenado <sup>(f)</sup>   | <input type="checkbox"/>  | <input type="checkbox"/> |
| 2) Dirección <sup>(f)</sup>   | <input type="checkbox"/>  | <input type="checkbox"/> |
| 3) Visibilidad <sup>(f)</sup>   | <input type="checkbox"/>  | <input type="checkbox"/> |
| 4) Equipo de alumbrado y componentes del sistema eléctrico <sup>(f)</sup>                                       | <input type="checkbox"/>  | <input type="checkbox"/> |
| 5) Ejes, ruedas, neumáticos, suspensión <sup>(f)</sup>  | <input type="checkbox"/>  | <input type="checkbox"/> |
| 6) Chasis y elementos acoplados al chasis <sup>(f)</sup>  | <input type="checkbox"/>  | <input type="checkbox"/> |
| 7) Equipos diversos, incluidos el tacógrafo y el dispositivo de limitación de velocidad <sup>(f)</sup>          | <input type="checkbox"/>  | <input type="checkbox"/> |
| 8) Emisiones contaminantes, incluidas las emisiones y el derrame de combustible o aceite <sup>(f)</sup>         | <input type="checkbox"/>  | <input type="checkbox"/> |
| 9) Inspecciones adicionales para los vehículos de las categorías M <sub>2</sub> y M <sub>3</sub> <sup>(f)</sup> | <input type="checkbox"/>  | <input type="checkbox"/> |
| 10) Sujeción de la carga <sup>(f)</sup>   | <input type="checkbox"/>  | <input type="checkbox"/> |

### 11. Result of inspection:

Passed

Failed

Prohibition or restriction on using the vehicle, which has dangerous deficiencies

### 11. Resultados de la inspección:

Aprobado

Rechazado

Prohibición o restricción de la utilización del vehículo, que presenta deficiencias peligrosas

### 12. Miscellaneous/remarks:

### 12. Varios/observaciones:

### 13. Authority/officer or inspector having carried out the inspection

### 13. Autoridad/funcionario o inspector que ha efectuado la inspección

Signature of:

Firma:

Competent authority/officer or inspector

Driver

Autoridad competente/funcionario o inspector

Conductor

#### Notes:

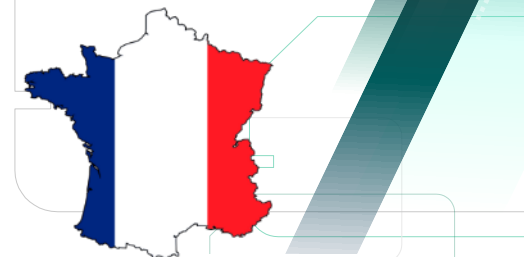
- (a) Vehicle category in accordance with Article 2 to Directive 2014/47/EU.
- (b) Number of seats including the driver's seat (item S.1 of registration certificate).
- (c) If available.
- (d) "checked" means that at least one or more of the inspection items of this group, as listed in Annex II or III to Directive 2014/47/EU, have been checked and minor or no deficiencies have been found.
- (e) Failed items with major or dangerous deficiencies indicated on the rear side.
- (f) Methods for testing and assessment of defects in accordance with Annex II or III to Directive 2014/47/EU.

#### Notas:

- a) Categorías de vehículos con arreglo al artículo 2 de la Directiva 2014/47/UE.
- b) Número de asientos, incluido el del conductor (punto S.1 del certificado de matrícula).
- c) Si se dispone de ella.
- d) «Controlado» significa que se han inspeccionado al menos uno o varios elementos de los puntos recogidos en los anexos II o III de la Directiva 2014/47/UE, de este grupo y no se ha encontrado ninguna deficiencia o sólo alguna leve.
- e) Los elementos rechazados que presentan deficiencias graves o peligrosas se indican en el reverso.
- f) Métodos para inspeccionar y evaluar las deficiencias con arreglo a los anexos II o III de la Directiva 2014/47/UE.

# TRANSPPOSITION TO NATIONAL REGULATION

## Directive 2014/47/EU turns into Arrêté du 8 Juin 2017



ANNEXE II

### RAPPORT DE CONTRÔLE TECHNIQUE ROUTIER APPROFONDI

#### 10. Checklist

|  | Checked <sup>(d)</sup>   | Failed <sup>(e)</sup>    |   |
|--|--------------------------|--------------------------|---|
| (0) Identification <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (1) Braking equipment <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (2) Steering <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (3) Visibility <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (4) Lighting equipment and electrical system <sup>(f)</sup>                                    | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (5) Axles, wheels, tyres, suspension <sup>(f)</sup>  | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (6) Chassis and chassis attachments <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (7) Other equipment incl. tachograph and speed limitation device <sup>(f)</sup>                | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (8) Nuisance incl. emissions and spillage of fuel and/or oil <sup>(f)</sup>                    | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (9) Supplementary tests for category M <sub>2</sub> and M <sub>3</sub> vehicles <sup>(f)</sup> | <input type="checkbox"/> | <input type="checkbox"/> | → |
| (10) Cargo securing <sup>(f)</sup>   | <input type="checkbox"/> | <input type="checkbox"/> | → |

#### 10. Liste de contrôles (1)

| Défaut  | Vérifié                  |
|---|--------------------------|
| 0) Identification   | <input type="checkbox"/> |
| 1) Equipement de freinage   | <input type="checkbox"/> |
| 2) Direction  | <input type="checkbox"/> |
| 3) Visibilité   | <input type="checkbox"/> |
| 4) Equipement d'éclairage et système électrique   | <input type="checkbox"/> |
| 5) Essieux, roues, pneumatiques, suspension   | <input type="checkbox"/> |
| 6) Châssis et accessoires du châssis  | <input type="checkbox"/> |
| 7) Autre équipement, y compris tachygraphe et dispositif de limitation de vitesse               | <input type="checkbox"/> |
| 8) Nuisance, y compris les émissions et fuite de carburant et/ou d'huile                        | <input type="checkbox"/> |
| 9) Contrôles supplémentaires pour les véhicules des catégories M <sub>2</sub> et M <sub>3</sub> | <input type="checkbox"/> |

#### 11. Result of inspection:

|   |                          |
|---|--------------------------|
| Passed  | <input type="checkbox"/> |
| Failed  | <input type="checkbox"/> |
| Prohibition or restriction on using the vehicle, which has dangerous deficiencies | <input type="checkbox"/> |

#### 11. Résultats du contrôle :

|  |                          |
|--|--------------------------|
| Conforme   | <input type="checkbox"/> |
| Défectueux   | <input type="checkbox"/> |
| Interdiction d'utiliser le véhicule, qui présente des défaillances critiques, ou restriction à son utilisation | <input type="checkbox"/> |

#### 12. Miscellaneous/remarks:

#### 13. Authority/officer or inspector having carried out the inspection

Signature of:

Competent authority/officer or inspector

Driver

#### 12. Observations

#### 13. Signatures :

L'agent chargé du contrôle

Le conducteur

Notes:

- (a) Vehicle category in accordance with Article 2 to Directive 2014/47/EU.
- (b) Number of seats including the driver's seat (item S.1 of registration certificate).
- (c) If available.
- (d) 'checked' means that at least one or more of the inspection items of this group, as listed in Annex II or III to Directive 2014/47/EU, have been checked and minor or no deficiencies have been found.
- (e) Failed items with major or dangerous deficiencies indicated on the rear side.
- (f) Methods for testing and assessment of defects in accordance with Annex II or III to Directive 2014/47/EU.

(1) Sur la base du rapport complet de contrôle technique routier approfondi établi par le contrôleur du centre de contrôle

## 1.2

# CHALLENGES WITH THE IMPLEMENTATION OF DIRECTIVE 2014/47/EU

GLOBAL (General) Concerns



# RESPONSIBILITY

## WHO TO BLAME IN CASE OF ACCIDENT BY INAPPROPRIATE CARGO SECURING



DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 2 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles (recast) (2014/47/EU)

Whereas:

(17) All Member States have

- *Off the record: In Spain transport companies and/or drivers will be responsible if anything happens related to cargo securing and road safety.*
- *¿And in the rest of the EU? → Legal uncertainty.*



1. Member States shall ensure that the responsibilities of undertakings for keeping their vehicles in a safe and roadworthy condition are defined, without prejudice to the responsibilities of the drivers of those vehicles
2. Member States shall require undertakings and drivers of a vehicle subject to a technical roadside inspection, be kept on board the vehicle when they are available. Member States may, however, require authorities to accept electronic evidence of such inspections when information in that regard is accessible
3. Member States shall ensure that the responsibilities of undertakings for keeping their vehicles in a safe and roadworthy condition are defined, without prejudice to the responsibilities of the drivers of those vehicles

RELATED TO VEHICLE  
CONDITION



# EUMOS 40509 Unit load rigidity

Uncertainties about the use of EUMOS 40509 as a means of showing compliance



*Is there any report format that can be used as international certificate?*

*Do I need a certificate for each SKU?*

*If I get  $K=0,5g$  in any direction, can I assume that adding the resistance of a "normal" (not XL) truck front wall it'll be OK?*

*Who can produce a valid report/certificate?  
Can I produce it myself if I have the equipment?*

*What if I produce the same SKU using different packaging providers/qualities?*

*Is the certificate valid until I change the SKU?*

*What if I have a "national" certificate"? Is it valid for the rest of the EU?*

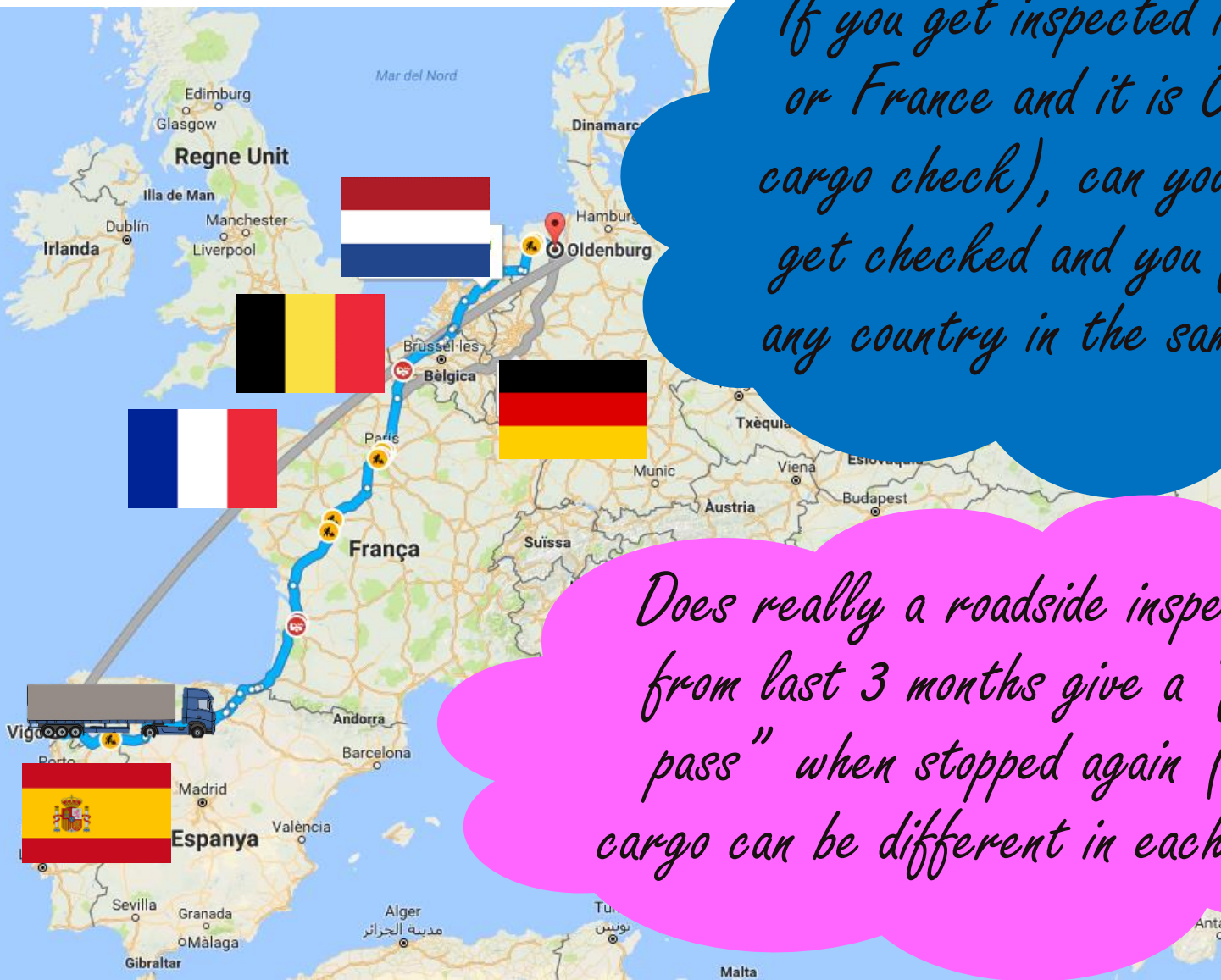
*Does the way of achieving the speed when braking, or stopping when accelerating, influence the certificate?*

*Does climatic conditions influence the certificate?  
Spanish summer differs from German winter.*



# ASYMMETRY WITHIN THE EUROPEAN UNION

Uncertainties about the implementation of the Schengen acquis



*If you get inspected in Spain or France and it is OK (no cargo check), can your cargo get checked and you fined in any country in the same trip?*

*Does really a roadside inspection from last 3 months give a "fast pass" when stopped again (the cargo can be different in each trip)*



2

## NECESSARY NEXT STEPS





## 2.1

## NECESSARY NEXT STEPS

EUMOS Detail



# Changes using the EUMOS platform

## Change from the inside

### DIRECTIVE 2014/47/EU

Article 13 Inspection of cargo securing

2. ...cargo securing and inspection of the ...carriage  
approved ... laid down



- *It should define who can perform the test (minimum aptitudes):*
  - *Independent laboratories*
    - ✓ *EN ISO/IEC 17025 General requirements for the competence of testing and calibration laboratories*
  - *Self-certification*
    - ✓ *EN ISO 9001 Quality management systems. Requirements.*
    - ✓ *Define random audits from independent labs.*





## 2.2

## NECESSARY NEXT STEPS

Lobby actions

# European Law changes

Any change needs lobby pressure from now on



DIRECTIVE 2014/47/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC

Article 24 Reporting

1. **By 20 May 2020, the Commission shall submit a report to the European Parliament and the Council on the implementation and effects of this Directive.** The report shall analyse, in particular, its effect in terms of improvement of road safety as well as the costs and benefits of the possible inclusion of N1 and O2 category vehicles within the scope of this Directive.

- *It is important to claim for an unambiguous clarification of:*
  - *The responsibilities of the parties in cargo securing*
  - *The need to make a cargo review in each roadside inspection*
  - *The formats of the documents needed to show compliance*
  - *The rights of transporters when crossing borders*



## 2.3

## NECESSARY NEXT STEPS

ITENE's contributions

# ITENE'S Contribution

## SPECIALIZED TRANSPORT LABORATORY PARTNER



- *Top-class technical consultancy to improve unit load rigidity*

- *In-house simulation tests to comply with EUMOS 40509*

- *Certification from ITENE*

- *Collaborating internationally to improve cargo securing*



# ITENE'S Contribution

266 TESTS RELATED TO PACKAGING  
& TRANSPORT

LABORATORY WITH THE MOST NUMBER OF  
PACKAGING CERTIFIED TESTS (102)

ISO  
17025

ISO 17025 guarantees  
the quality of the results



80

Packaging tests officially  
certified by ENAC ILAC-  
MRA



18

ISTA protocols for  
packaging simulation  
tests



4

Compostability testing  
on packaging materials





# ITENE'S Contribution

## SPECIALIZED TRANSPORT LABORATORY PARTNER





Thanks!

**ITENE**

Parque tecnológico - C/ Albert Einstein 1  
46980 Paterna (Valencia)  
SPAIN

T. (+34) 961 820 000

e-mail: [info@itene.com](mailto:info@itene.com)