

Question for written answer E-000565/2025
to the Commission
Rule 144
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Subject: Harmonisation of cargo securing regulations

Annex 3 to Directive 2014/47/EU on roadside inspection covers the securing of cargo (cargo securing). However, the directive merely constitutes a recommendation and not an obligation. This has resulted in some countries transposing it in full, others only partially and some not at all. These differences mean that different parties are treated differently, especially carriers, and there is an increased risk of accidents and work-related injuries for drivers.

Within Europe, there is a lot of intermodal traffic, with loads often leaving in CTUs (containers) or vehicle units (semi-trailers) that remain the same from start to finish. Because of the large number of cross-border transportations, there is no uniformity with regard to how to secure cargo or what regulations loading units must comply with to be fit for transport. This leads to strange situations, for example, where goods are allowed to be transported in France but are stopped in Belgium.

Questions:

1. Does the European Commission recognise that this issue hinders the free movement of goods in the internal market?
2. Will the revision of Annex 3 make the inclusion of cargo securing regulations a legal requirement?
3. Will there be more harmonisation to avoid strange situations and fines in cross-border transportation, and could generally valid physical formulae be used instead of the current multitude of standards (such as EUMOS, VDI, DIN)?

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