COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 14.05.1996
COM(96) 208 final - 486 SYN

Re-examined proposal for a

COUNCIL DIRECTIVE

LAYING DOWN FOR CERTAIN ROAD VEHICLES CIRCULATING WITHIN THE COMMUNITY THE MAXIMUM AUTHORISED DIMENSIONS IN NATIONAL AND INTERNATIONAL TRAFFIC AND THE MAXIMUM AUTHORISED WEIGHTS IN INTERNATIONAL TRAFFIC

(presented by the Commission pursuant to Article 189 c (d)
of the EC Treaty)

Re-examined proposal for a

COUNCIL DIRECTIVE

LAYING DOWN FOR CERTAIN ROAD VEHICLES CIRCULATING WITHIN THE COMMUNITY THE MAXIMUM AUTHORISED DIMENSIONS IN NATIONAL AND INTERNATIONAL TRAFFIC AND THE MAXIMUM AUTHORISED WEIGHTS IN INTERNATIONAL TRAFFIC

On 14 March 1996 the European Parliament amended the Common Position adopted by the Council on 8 December 1995 on the above-mentioned proposal. The three amendments of the Parliament are annexed.

Under Article 189C, subparagraph (d) of the EC Treaty the Commission has reexamined its proposal and has decided to accept Amendment No. 1.

As regards amendments 2 and 3 Article 4(6) of the proposal states

"Member States may allow vehicles or vehicle combinations used for goods transport and registered or put into circulation before the implementation of this Directive to circulate in their territory until 31 December 2006 with dimensions exceeding those bid down in points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4 of Annex I by virtue of differing national provisions or methods of measurement."

Given that this article can allow existing registered vehicles and vehicle combinations to continue to operate until the end of 2006 the Commission does not feel that amendments 2 and 3 seeking additional derogations are appropriate. In particular, to allow derogations beyond 2006 jeopardises the objective of harmonisation and also has negative consequences for manufacturers adapting their production to meet the Directive.

Amendments 2 and 3 are, thus, not acceptable to the Commission.

The Commission, therefore, proposes to amend the Common Position by the inclusion of a new recital 15a, as follows:

Common position of the Council	Revised Proposal
Recital 15a (new)	
	Whereas, to prevent excessive road damage and to ensure manoeuvrability, when authorizing and using vehicles preference should be given to pneumatic or equivalent suspension rather than mechanical suspension, certain maximum axle loads should not be exceeded, and the vehicle must be capable of turning through 360° within certain limit values for the path followed;

EUROPEAN PARLIAMENT

27 February 1996 A4-0044/1

AMENDMENT 1
tabled by the Committee on Transport and Tourism

RECOMMENDATION FOR SECOND READING (A4-0044/96)
Rapporteur: Mr Wijsenbeek

MAXIMUM DIMENSIONS OF ROAD VEHICLES

Common position of the Council
(C4-0004/96 - 00/0486(SYN))

Common position of the Council	Amendment
	(Amendment 1) Recital 15a (new)
	Whereas, to prevent excessive road damage and to ensure manoeuvrability, when authorizing and using vehicles preference should be given to pneumatic or equivalent suspension rather than mechanical suspension, certain maximum axle loads should not be exceeded, and the vehicle must be capable of turning through 360° within certain limit values for the path followed;

EUROPEAN PARLIAMENT

27 February 1996 A4-0044/2

AMENDMENT 2
tabled by the Committee on Transport and Tourism

RECOMMENDATION FOR SECOND READING (A4-0044/96)
Rapporteur: Mr Wijsenbeek

MAXIMUM DIMENSIONS OF ROAD VEHICLES

Common position of the Council
(C4-0004/96 - 00/0486(SYN))

Common position of the Council	Amendment
	(Amendment 2) Article 4(6a) (new)
	6a. Before the end of the transitional period referred to in paragraph 6, the Commission shall report on any exemptions prompted by developments which it should be possible to grant even after 31 December 2006 and, if necessary, put forward proposals thereon.

EUROPEAN PARLIAMENT

12 March 1996 A4-0044/3

AMENDMENT 3
by Mr Wijsenbeek, on behalf of the ELDR group

RECOMMENDATION FOR SECOND READING (A4-0044/96)
by Mr Wijsenbeek
MAXIMUM AUTHORIZED WEIGHTS AND DIMENSIONS FOR CERTAIN ROAD VEHICLES

Common position of the Council C4-0004/96 - 00/0486(SYN)

Common position of the Council	Amendment
	(Amendment 3) Recital 14
Whereas the maximum authorized width of 2,50 m for vehicles intended for the carriage of goods can leave insufficient internal space for the efficient loading of pallets, which has given rise to the application of different tolerances beyond that level in the legislation of the Member States concerning domestic traffic; whereas a general adaptation to the current situation is therefore necessary in order to provide for clarity in technical requirements, bearing in mind the road safety aspects of these characteristics;	Whereas the maximum authorized width of 2,50 m for vehicles intended for the carriage of goods and the maximum lengths laid down in point 1.1 of Annex I can leave insufficient internal space for the efficient loading of pallets, which has given rise to the application of different tolerances beyond that level in the legislation of the Member States concerning domestic traffic; whereas a general adaptation to the current situation is therefore necessary in order to provide for clarity in technical requirements, bearing in mind the road safety aspects of these characteristics;

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