




Basic information	
<p><b>1993/0470(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Procedure completed
<p>Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles</p> <p>Repealed by <a href="#">2010/0271(COD)</a> Amended by <a href="#">2000/0136(COD)</a></p> <p><b>Subject</b></p> <p>3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution</p>	

Key players			
European Parliament	<b>Former committee responsible</b>	<b>Former rapporteur</b>	<b>Appointed</b>
	<a href="#">ECON</a> Economic and Monetary Affairs	BARTON Roger (PSE)	27/07/1994
Council of the European Union	<b>Council configuration</b>	<b>Meetings</b>	<b>Date</b>
	Economic and Financial Affairs ECOFIN	2004	1997-05-14
	Competitiveness (Internal Market, Industry, Research and Space)	1886	1995-11-23
	Telecommunications	1949	1996-09-27





Key events			
Date	Event	Reference	Summary
30/11/1993	Decision by Parliament, 1st reading	COM(1993)0449 	<a href="#">Summary</a>
30/11/1993	Legislative proposal published	COM(1993)0449 	<a href="#">Summary</a>
13/12/1993	Committee referral announced in Parliament, 1st reading		
29/03/1994	Vote in committee, 1st reading		<a href="#">Summary</a>
29/03/1994	Committee report tabled for plenary, 1st reading	A3-0206/1994	
18/04/1994	Report referred back to committee		
25/01/1995	Vote in committee, 1st reading		<a href="#">Summary</a>
25/01/1995	Committee report tabled for plenary, 1st reading	<a href="#">A4-0010/1995</a>	
05/04/1995	Debate in Parliament	<a href="#">CRE link</a>	<a href="#">Summary</a>
06/04/1995	Decision by Parliament, 1st reading	T4-0154/1995	<a href="#">Summary</a>
18/05/1995	Decision by Parliament, 1st reading	T4-0204/1995	<a href="#">Summary</a>
03/11/1995	Modified legislative proposal published	COM(1995)0493 	<a href="#">Summary</a>

23/11/1995	Council position published	09335/1/1995	Summary
14/03/1996	Committee referral announced in Parliament, 2nd reading		
11/06/1996	Vote in committee, 2nd reading		Summary
11/06/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0199/1996	
18/06/1996	Debate in Parliament	CRE link	Summary
19/06/1996	Decision by Parliament, 1st reading	T4-0337/1996	Summary
27/09/1996	Parliament's amendments rejected by Council		Summary
04/02/1997	Formal meeting of Conciliation Committee		
04/02/1997	Final decision by Conciliation Committee		
02/04/1997	Joint text approved by Conciliation Committee co-chairs	3604/1997	
22/04/1997	Report tabled for plenary, 3rd reading	A4-0154/1997	
24/04/1997	Decision by Parliament, 1st reading	T4-0194/1997	Summary
14/05/1997	Decision by Council, 3rd reading		
17/06/1997	Final act signed		
17/06/1997	End of procedure in Parliament		
18/08/1997	Final act published in Official Journal		

Technical information	
<b>Procedure reference</b>	1993/0470(COD)
<b>Procedure type</b>	COD - Ordinary legislative procedure (ex-codecision procedure)
<b>Procedure subtype</b>	Legislation
<b>Legislative instrument</b>	Directive
	Repealed by <a href="#">2010/0271(COD)</a> Amended by <a href="#">2000/0136(COD)</a>
<b>Legal basis</b>	EC before Amsterdam E 100A
<b>Stage reached in procedure</b>	Procedure completed
<b>Committee dossier</b>	CODE/4/08283

Documentation gateway				
<b>European Parliament</b>				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A4-0010/1995</a> <a href="#">OJ C 056 06.03.1995, p. 0003</a>	25/01/1995	
Committee recommendation tabled for plenary, 2nd reading		<a href="#">A4-0199/1996</a> <a href="#">OJ C 198 08.07.1996, p. 0005</a>	11/06/1996	
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		<a href="#">A4-0154/1997</a> <a href="#">OJ C 150 19.05.1997, p. 0003</a>	22/04/1997	
<b>Council of the EU</b>				
Document type	Reference	Date	Summary	
Council position	<a href="#">09335/1/1995</a> <a href="#">OJ C 190 29.06.1996, p. 0001</a>	23/11/1995	Summary	

## European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1993)0449  OJ C 177 29.06.1994, p. 0001	30/11/1993	<a href="#">Summary</a>
Modified legislative proposal	COM(1995)0493  OJ C 021 25.01.1996, p. 0023	03/11/1995	<a href="#">Summary</a>
Commission communication on Council's position	SEC(1996)0042 	11/03/1996	<a href="#">Summary</a>
Commission opinion on Parliament's position at 2nd reading	COM(1996)0450 	19/09/1996	<a href="#">Summary</a>

## Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
ESC	Economic and Social Committee: opinion, report	CES0576/1994 OJ C 195 18.07.1994, p. 0077	28/04/1994	<a href="#">Summary</a>
CSL/EP	Joint text approved by Conciliation Committee co-chairs	3604/1997	02/04/1997	
EU	Implementing legislative act	32003L0077 OJ L 211 21.08.2003, p. 0024-0048	11/08/2003	<a href="#">Summary</a>

## Additional information

Source	Document	Date
European Commission	EUR-Lex	

## Final act

[Directive 1997/0024](#)  
[OJ L 226 18.08.1997, p. 0001](#)

[Summary](#)

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 19/09/1996 - Commission opinion on Parliament's position at 2nd reading

The Commission amended its proposal, incorporating 9 of the 19 amendments adopted by the European Parliament at second reading. The amendments accepted by the Commission seek mainly to: - allow any replacement tyre which complies with the requirements of the directive to be fitted to powerful motorcycles and to delete the requirement allowing motorcycle manufactures to recommend the brands of tyres to be fitted to high capacity motorcycles; - change the method of measuring noise; - stipulate the methods for rounding the sound level values indicated on the noise meter during noise tests. However, the Commission was unable to agree to the amendments seeking: - to install a system for monitoring spare parts which do not comply with the requirements of the directive and to prohibit the manufacture, importation and sale of spare parts which can be used to modify a vehicle so that it no longer complies with the directive; - not to impede the international movement of mopeds or motorcycles with a trailer attached which are registered in another Member State; - to postpone the transmission of a Commission proposal and the dates of application of the second stage with regard to emissions and noise levels; - to weaken measures against handling; - to restrict the requirement to identify the type of engine on a vehicle to mopeds and light motorcycles; - to reduce considerably the noise limit values of mopeds and motorcycles.

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 28/04/1994 - Economic and Social Committee: opinion, report

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 30/11/1993 - Legislative proposal

The proposed directive fell within the context of the type-approval procedure for two or three-wheel motor vehicles which was the subject of framework Council Directive 92/61/EEC of 30 June 1992. It set out the rules applicable to the following devices and characteristics: - tyres - lighting and light-signalling devices - external projections - rear-view mirrors - measures to counter air pollution - fuel tanks - measures to counter tampering - electromagnetic compatibility - the permissible sound level and exhaust systems - coupling devices for trailers and sidecar attachments; - safety belt anchorages and safety belts; - glazing, windscreen wipers and washers and de-icing and demisting devices. The proposal largely took account of the United Nations Economic Commission for Europe (ECE/UN) Regulations. Some provisions deserved particular scrutiny in view of their environmental impact: - pollutant emissions from vehicles: measures to establish limit values for carbon monoxide (CO), unburnt hydrocarbons (HC) and oxides of nitrogen (NOx). It was proposed to proceed in stages, with a first stage - fixing limit values - coming into force as soon as possible, and a second (around four years after the first came into force) when a decision would be taken on tightening up the values for motorcycles and tricycles; - noise emissions: the proposed measures aimed to establish limit values in A-weighted decibels according to the category of vehicle. A 1978 directive, amended in 1989, fixed limit values from October 1993 for motorcycles with a cylinder capacity below 80 cm<sup>3</sup> and above 175 cm<sup>3</sup>, and from 1995 for motorcycles with a capacity between 80 and 175 cm<sup>3</sup>. In view of the problems in implementing this directive, it was proposed as a first stage that the date for these limit values to come into force should be 1 July 1997; - possibilities for tampering with mopeds and motorcycles: the proposed measures were a response to the need to stop young users from tampering with these vehicles in such a way that their performance becomes disproportionate to the braking system, tyres and lighting.

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 11/03/1996 - Commission communication on Council's position

Taking account of the provisions in Framework Directive 92/61/EEC on the approval of two or three-wheel motor vehicles, the Commission did not oppose the common position and considered that the rapid adoption of this directive would represent an important step towards the completion of the single market in this sector. However, the Commission regretted that the type IIIa regulatory committee procedure had been chosen with respect to the directive's adaptation to technical progress.

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 23/11/1995 - Council position

The Council's common position was the result of extensive and meticulous work, particularly as regards the twelve chapters annexed to the draft directive. Certain chapters underwent significant changes, primarily to take account of the latest regulations of the United Nations' Economic Commission for Europe (UNECE). This was particularly true for Chapter 1 (tyres) and Chapter 2 (lighting and light-signalling devices). All the amendments adopted by Parliament at first reading were taken over in the common position, with the exception of the amendment concerning permissible noise limit values. In addition, with regard to the substance of the initial proposal, the Council added the following amendments: - within three years of the date of implementation of the directive, the Commission would carry out a detailed study to determine the effectiveness of the anti-tampering measures; - the provisions of Directive 89/336/EEC relating to electromagnetic compatibility would cease to apply to vehicles covered by that Directive since its entry into force; - the type IIIa regulatory committee procedure would be followed as regards adapting to technical progress; - Chapter 1 (tyres): motorcycles capable of speeds in excess of 240 km/h could only be fitted with tyres from certain brands recommended by the manufacturer or with tyres guaranteeing an equivalent level of safety; - Chapter 7 (anti-tampering measures): anti-tampering measures would not apply to vehicles in categories C and D, with the exception of the marking requirements. Moreover, the anti-tampering measures for vehicles in categories A and B were clarified by stipulating that the restriction relating to the interchangeability of the parts indicated applied not only to non-identical components but also to sets of those components; - Chapter 9 (permissible sound limit): amendments were made so as to ensure that the conditions used for measuring and approving vehicles' noise levels were more stringent. Thus, the Council retained a reference to the highest value for the tests and increased the power rating to 105% when the test was carried out in second gear; - Chapter 10 (trailer coupling devices): a dynamic strength test was introduced for these devices whilst the measures put forward by the Commission in relation to motorcycle and sidecar attachments were deleted.

# Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles

1993/0470(COD) - 17/06/1997 - Final act

OBJECTIVE: to establish a genuine single market for motorcycles. COMMUNITY MEASURE: European Parliament and Council Directive 97/24/EC relating to certain components and characteristics of two- and three-wheeled motor vehicles. CONTENT: the Directive relates to the procedure for the approval of two- and three-wheeled motor vehicles (motorcycles) which was the subject of Framework Directive 92/61/EEC of 30 June 1992. It concerns the regulations which apply to the following components and characteristics: - tyres, - lighting and signalling equipment, - external

protrusions, - rearview mirrors, - measures to combat atmospheric pollution, - fuel tanks, - measures to prevent tampering, - electromagnetic compatibility, - the permitted noise level and the exhaust system, - components for attaching trailers and sidecars; - safety-belt anchoring points and safety belts, - windows, windshield wipers and washers and devices for de-icing and de-misting. From the date of entry into force of all the standards laid down in the Directive (the dates differ according to the various provisions), there will be a Community type-approval scheme for motorcycles. Certain regulations, including the most controversial, require special examination: - tyres for powerful motorcycles: the Directive permits any replacement tyre to be fitted which complies with the requirements of the Directive; - measures to prevent tampering which is designed to increase the power output of motorcycles: these measures shall only apply to mopeds and lightweight motorcycles. Within a period of three years from the implementation of the Directive, the Commission will carry out a study to establish whether the measures to prevent tampering are appropriate, insufficient or excessive, and may propose new legislative measures. DATE OF ENTRY INTO FORCE: 18/08/1997 DEADLINE FOR TRANSPOSITION: 18/12/1998

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 27/09/1996

The Council determined that it was not in a position to take over all of Parliament's amendments to its common position of 23 November 1995. The Conciliation Committee would therefore be convened in accordance with the codecision procedure as provided for under Article 189b of the Treaty.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 18/05/1995 - Text adopted by Parliament, 1st reading/single reading

A very large majority of Members of the European Parliament agreed to amend the proposal for a directive. The amendments had already been adopted by the European Parliament during its sitting of 6 April 1995.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 24/04/1997 - Text adopted by Parliament, 3rd reading

In adopting the report by Mr Roger BARTON (PSE, UK), the European Parliament ratified the 'satisfactory compromise' on the features and characteristics of two- and three-wheeled motor vehicles reached in the European Parliament/ Council Conciliation Committee, co-chaired by Mr Renzo IMBENI (PSE, I) for Parliament and Mr Michiel PATIJN for the Council. With this agreement, a major step has been taken in establishing a genuine single market for this type of vehicle. One of the main requirements of the rapporteur, Mr Roger BARTON, was to ensure that we did not add to the number of useless rules, limiting ourselves instead to those measures which were genuinely necessary to achieve the real objectives, particularly that of increasing safety. The European Parliament delegation pronounced itself satisfied with the compromise reached, particularly with regard to tyres, the measures against tampering with the most powerful machines and the method of measuring noise levels during tests. The common position required users of powerful machines to fit them only with the brands of tyres recommended by the manufacturers. This requirement was unacceptable to the rapporteur. Not only was it contrary to the spirit of the single market, it also restricted consumers' choice. This exclusivity might, in addition, lead to arrangements between tyre and motor cycle manufacturers, to the disadvantage of consumers. The compromise allows any replacement tyre to be fitted, provided it complies with the requirements of the directive.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 11/08/2003

COMMUNITY MEASURE : Commission directive 2003/77/EC amending Directives 97/24/EC and 2002/24/EC of the European Parliament and of the Council relating to the type-approval of two-or three-wheel motor vehicles. CONTENT : Directive 97/24/EC is one of the separate Directives for the purposes of the EC type-approval procedure laid down by Council Directive 92/61/EEC, which is to be repealed by Directive 2002/24/EC with effect from 9 November 2003. Directive 2002/51/EC on the reduction of the level of pollutant emissions from two- and three-wheel motor vehicles and amending Directive 97/24/EC introduced new emission limit values for two-wheel motorcycles. Those limit values are applicable in two stages, the first stage with effect from 1 April 2003 for any type of vehicle and the second stage with effect from 1 January 2006 for new types. For the second stage, the measurement of pollutant emissions from two-wheel motorcycles is based on the use of the elementary urban test cycle laid down in UN-ECE Regulation No 40 and the extra-urban driving cycle laid down in Council Directive 70/220/EEC. Directive 97/24/EC specified the Type I test cycle for measuring pollutant emissions from two- and three-wheel motor vehicles. That test will be applicable from 2006. This Directive clarifies certain aspects of the Type II test data for annual roadworthiness testing, as required by Directive 2002/51/EC, provides for the recording of that test data in Annex VII to Directive 2002/24/EC. Directives 97/24/EC and 2002/24/EC are amended accordingly. DATE FOR TRANSPOSITION : 4 September 2004. DATE APPLICABLE : 4 September 2004. ENTRY INTO FORCE : 10/09/03.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 23/11/1995

Following long and difficult negotiations, the Council adopted a common position based on the Presidency's compromise suggestions concerning the proposal for a directive on certain components or characteristics of two or three-wheel motor vehicles. The Austrian delegation voted against. The common position will be forwarded to the European Parliament under the codecision procedure.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 06/04/1995 - Text adopted by Parliament, partial vote at 1st reading/single reading

After having amended the proposal by a very large majority, Parliament postponed the vote at the request of the rapporteur, Mr Barton. The amendments adopted by Parliament mainly recommended: - a prohibition on the manufacture, import and sale of spare parts which modified a motorcycle to the extent that it no longer complied with the standards laid down by the Directive; - higher limit values for noise levels: . 70 dB for mopeds with a design speed of less than 25 km/h (compared with the 66 dB proposed by the Commission); . 73 dB for mopeds with a design speed of more than 25 km/h (compared with 71 dB); . 78 dB for three-wheeled vehicles (compared with 76 dB); . 77 dB for motorcycles with a cylinder capacity of less than 80 cm<sup>3</sup> (compared with 71 dB); . 79 dB for motorcycles with a cylinder capacity of between 80 and 175 cm<sup>3</sup> (compared with 77 dB); . 82 dB for motorcycles with a cylinder capacity of more than 175 cm<sup>3</sup> (compared with 80 dB); . 80 dB for tricycles (compared with 80 dB).

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 19/06/1996 - Text adopted by Parliament, 2nd reading

The European Parliament adopted the report by Mr Roger BARTON (PSE, UK). In general terms, the European Parliament reiterates the position it had already stated at first reading, namely that the manufacture, importing and sale of spare parts with the help of which the directive could be circumvented should be prohibited. In addition, it should be possible to license and drive motor cycles complying with the directive in all the Member States. As far as emissions and noise levels are concerned, Parliament and the Council agree on the need to carry out a study before setting new levels. In this connection, an amendment was adopted to the effect that the decision of Parliament and the Council, reached on the basis of the Commission proposal to be adopted by 1 January 2001, would take account of the need to incorporate more than just reinforced limit values. A study and an assessment of the costs and benefits of implementing the measures provided for in this decision will be undertaken jointly with the industry and users, and the measures will be reasonable and proportionate to their aims. Where tyres are concerned, Parliament rejects the idea of insisting on particular brands for high-capacity motor cycles and comes out in favour of users being able to use any brand of tyre suitable for the vehicle's performance index and the manufacturer's safety specifications. For the noise level limit values which will come into force on 1 January 1997 Parliament proposes less stringent levels than those laid down in the common position: - two-wheel mopeds: . up to and including 25 km/h: 70 decibels instead of 66; . over 25 km/h 73 instead of 71; - three-wheel mopeds: 78 instead of 76; - motor cycles: . up to and including 80 cm<sup>3</sup>: 77 instead of 75; . between 80 and 175 cm<sup>3</sup>: 79 instead of 77; . over 175 cm<sup>3</sup>: 82 instead of 80; - three-wheelers: 80.

## **Motocycle industry and environment: components and characteristic of two- or three-wheel motor vehicles**

1993/0470(COD) - 03/11/1995 - Modified legislative proposal

The Commission's amended proposal incorporated the substance of the amendments concerning: - a subsequent reduction in the limit values relating to noise levels and harmful emissions; - a ban on manufacturing, importing and selling spare parts that do not comply with the requirements of the directive together with a report to the national parliaments, the EP and the Council detailing the effectiveness of this ban; - greater compliance with the specification of tyre section width on certain vehicles, thus limiting the application of the standard tolerances; - the proposal to limit tampering restrictions to those cases where it modifies the vehicle's performance and pollutant and noise emissions so as to ensure that the restrictions do not prove an obstacle to owner servicing and maintenance; - the proposals providing for a subsequent stage during which further noise and atmospheric pollution standards would be adopted following research and an analysis of the cost-benefit ratio; - clarification as regards the position of vehicles in categories A and B in relation to anti-tampering measures; - details of the anti-tampering measures without limiting these to vehicles in categories A and B. However, the Commission did not accept the amendments aimed at: - modifying the procedure for adapting to technical progress; - doing away with most of the requirements relating to anti-tampering measures for vehicles in categories C and D; - significantly increasing the noise limit values for mopeds and motorcycles.