


| Basic information | |
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| 2000/0060(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive | Procedure completed |
| Road transport, national and international traffic: maximum dimensions and weights Amending Directive 96/53/EC 1993/0486(SYN) Subject 3.20.05 Road transport: passengers and freight | |



| Key players | | | |
|--|---|---|------------------|
| European Parliament | Committee responsible | Rapporteur | Appointed |
| | RETT Regional Policy, Transport and Tourism | HATZIDAKIS Konstantinos (PPE-DE) | 19/04/2000 |
| | Former committee responsible | Former rapporteur | Appointed |
| | RETT Regional Policy, Transport and Tourism | HATZIDAKIS Konstantinos (PPE-DE) | 19/04/2000 |
| | Former committee for opinion | Former rapporteur for opinion | Appointed |
| | JURI Legal Affairs | The committee decided not to give an opinion. | |
| ITRE Industry, Research and Energy | The committee decided not to give an opinion. | | |
| Council of the European Union | Council configuration | Meetings | Date |
| | Competitiveness (Internal Market, Industry, Research and Space) | 2371 | 2001-09-27 |
| | Transport, Telecommunications and Energy | 2340 | 2001-04-05 |

| Key events | | | |
|------------|---|--|-------------------------|
| Date | Event | Reference | Summary |
| 23/03/2000 | Legislative proposal published | COM(2000)0137  | Summary |
| 10/04/2000 | Committee referral announced in Parliament, 1st reading | | |
| 12/09/2000 | Vote in committee, 1st reading | | Summary |

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|------------|--|------------------------------|-------------------------|
| 12/09/2000 | Committee report tabled for plenary, 1st reading | A5-0231/2000 | |
| 02/10/2000 | Debate in Parliament | CRE link | |
| 03/10/2000 | Decision by Parliament, 1st reading | T5-0414/2000 | Summary |
| 27/09/2001 | Council position published | 09068/1/2001 | Summary |
| 03/10/2001 | Committee referral announced in Parliament, 2nd reading | | |
| 21/11/2001 | Vote in committee, 2nd reading | | Summary |
| 21/11/2001 | Committee recommendation tabled for plenary, 2nd reading | A5-0437/2001 | |
| 17/01/2002 | Decision by Parliament, 1st reading | T5-0008/2002 | Summary |
| 18/02/2002 | Final act signed | | |
| 18/02/2002 | End of procedure in Parliament | | |
| 09/03/2002 | Final act published in Official Journal | | |

| Technical information | |
|-----------------------------------|--|
| Procedure reference | 2000/0060(COD) |
| Procedure type | COD - Ordinary legislative procedure (ex-codecision procedure) |
| Nature of procedure | Legislation |
| Legislative instrument | Directive |
| | Amending Directive 96/53/EC 1993/0486(SYN) |
| Legal basis | EC Treaty (after Amsterdam) EC 071-p1 |
| Stage reached in procedure | Procedure completed |
| Committee dossier | RETT/5/13739 |

| Documentation gateway | | | | |
|---|---|---|-------------------------|-------------------------|
| European Parliament | | | | |
| Document type | Committee | Reference | Date | Summary |
| Committee report tabled for plenary, 1st reading/single reading | | A5-0231/2000 OJ C 146 17.05.2001, p. 0004 | 12/09/2000 | |
| Text adopted by Parliament, 1st reading/single reading | | T5-0414/2000 OJ C 178 22.06.2001, p. 0024-0060 | 03/10/2000 | Summary |
| Committee recommendation tabled for plenary, 2nd reading | | A5-0437/2001 | 21/11/2001 | |
| Text adopted by Parliament, 2nd reading | | T5-0008/2002 OJ C 271 07.11.2002, p. 0062-0174 E | 17/01/2002 | Summary |
| Council of the EU | | | | |
| Document type | Reference | Date | Summary | |
| Council position | 09068/1/2001 OJ C 360 15.12.2001, p. 0001-0007 | 27/09/2001 | Summary | |
| European Commission | | | | |
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| Document type | Reference | Date | Summary |
|--|--|--|-------------------------|
| Legislative proposal | COM(2000)0137  OJ C 274 26.09.2000, p. 0032 E | 23/03/2000 | Summary |
| Commission communication on Council's position | SEC(2001)1571  | 02/10/2001 | Summary |
| Other institutions and bodies | | | |
| Institution/body | Document type | Reference | Summary |
| CofR | Committee of the Regions: opinion | CDR0259/2000 OJ C 144 16.05.2001, p. 0015 | |
| ESC | Economic and Social Committee: opinion, report | CES0056/2001 OJ C 123 25.04.2001, p. 0076 | |

| Additional information | | |
|------------------------|----------|------|
| Source | Document | Date |
| European Commission | EUR-Lex | |

| Final act |
|--|
| Directive 2002/0007 OJ L 067 09.03.2002, p. 0047-0049 |
| Summary |

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 18/02/2002 - Final act

PURPOSE : to establish maximum authorised vehicle dimensions for the circulation of road vehicles transporting passengers. COMMUNITY MEASURE : Directive 2002/7/EC 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 authorised dimensions in national and international traffic and the maximum authorised weights in international traffic. PURPOSE : This Directive harmonises maximum authorised vehicle dimensions, since differences between standards in Member States with regard to the dimensions of passenger road vehicles could have an adverse effect on the conditions of competition and constitute an obstacle to traffic between Member States. It lays down performance criteria as regards the manoeuvrability of buses. Buses of 15 meters in length will be allowed to operate throughout the EU. The maximum width is 2.55 meters. The UK and Portugal, due to the state of their infrastructure, have a time limited derogation of three years regarding the obligation to accept 15m buses with the revised manoeuvrability criteria. Older buses that do not comply with the Directive must be phased out by 2020. DATE FOR TRANSPOSITION : 09/03/04. DATE OF ENTRY INTO FORCE : 09/03/02.

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 02/10/2001 - Commission communication on Council's position

The Commission supports the common position as an important step in the total harmonisation of vehicle weights and dimensions.

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 17/01/2002 - Text adopted by Parliament, 2nd reading

The European Parliament adopted the resolution by Mr Konstantinos HATZIDAKIS (EPP-ED, GR) without any amendments. To recall, under the new Directive, buses of 15 meters in length would be entitled to operate throughout the EU, although Member States would have the right to impose local restrictions for safety or other reasons. The argument for allowing larger buses is that this would result in greater use of bus transport together with environmental benefits since bigger buses would mean fewer on the road in total. The common position not only accepts most of Parliament's technical amendments from first reading but goes further on one point : the transition period for phasing out older buses that do not comply with the Directive will now run 2020 rather than 2015 as requested by Parliament.

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 03/10/2000 - Text adopted by Parliament, 1st reading/single reading

The report drafted by Konstantinos HATZIDAKIS (EPP-ED, Greece) concerning the maximum authorised dimensions and weights in national and international trade, was adopted by the European Parliament subject to amendments relating to the following: - the length of purpose-built "articulated buses" to be brought into line with that permitted for a road train ("lorry + trailer"); - the maximum height of a "rigid bus + trailer". In conclusion, the European Parliament calls on the Commission to be consulted again should the latter intend to amend its proposal substantially or replace it with another text.

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 27/09/2001 - Council position

The common position accepted, to the letter or in spirit, the three amendments put forward by the European Parliament: - a new article has been added which explicitly excludes buses with more than one articulated section from the scope of the Directive. - the period of Grandfather Rights has been extended from an expiry date of 31/12/2009 to 31/12/2020; - point 1.5a of annex I has been revised and now prescribes a different manoeuvrability test that must be met by 15m buses. This reflects the new manoeuvrability criteria accepted by the Member States in the course of UN-ECE technical specifications; - a new article has been added giving a time limited derogation of 3 years to named Portugal and the United Kingdom regarding the obligation to accept 15m buses on their territory with the revised manoeuvrability criteria; - a new article requires the Commission to undertake a study reviewing the feasibility of introducing a stricter manoeuvrability test.

Road transport, national and international traffic: maximum dimensions and weights

2000/0060(COD) - 23/03/2000 - Legislative proposal

PURPOSE : to present a proposal for a Directive amending Council Directive 96/53/EC 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.
CONTENT : the purpose of this proposal is to harmonise the maximum authorised length and width of buses throughout the European Union. The proposal is in keeping with the object of creating a single market as it will provide for uniform rules to apply to buses throughout the Community. Such rules already apply for the maximum dimensions of lorries and the proposal thus seeks to extend the scope of the Directive 96/53/EC. This proposal aims to set a harmonised maximum length of 15m for rigid buses and a maximum width of 2.55m. It is also proposed to limit buses over 12m in length to those with 3 or more axles to ensure that the vehicle designs will stay within weight limits and thus do not have negative effects on existing roads. Furthermore, in order to ensure the safety of the vulnerable road users and minimise problems with existing road infrastructure, the proposal lays down requirements limiting their maximum overhang that all buses will have to meet when performing a turning manoeuvre. Finally, the issue of bus+trailer combinations needs to be clarified. The proposal, therefore, explicitly sets a limit of 18.75m for bus and trailer combinations. This corresponds with the maximum permitted length of lorry+trailer combinations. The positive effects of the proposal will be threefold. First, it will simplify the possibilities for cabotage to take place without distortions of competition, with a consequent reduction in passenger transport costs. Secondly, increasing the maximum length of buses in some of the Member States will result in fewer buses being required to transport the same number of passengers. Such an effect, resulting in fewer road journeys, will make public transport more cost-effective and thus more attractive. The proposal is, therefore, both environmentally and economically positive. Thirdly, by setting the standards for manoeuvrability, this will ensure a harmonised level of safety from buses for vulnerable road users throughout the Community.