

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	1998/0227(COD) Procedure lapsed or withdrawn
Road transport, national and international traffic: maximum dimensions and weights	
Subject 3.20.05 Road transport: passengers and freight	

Key players			
European Parliament			
Former committee responsible			
TRAN	Transport and Tourism		20/01/1999
		I-EDN VAN DAM Rijk	
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		I-EDN VAN DAM Rijk	
Former committee for opinion			
ECON	Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
ENVI	Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	
Council of the European Union			
Council configuration	Meeting	Date	
Transport, Telecommunications and Energy	2169	29/03/1999	
Transport, Telecommunications and Energy	2142	30/11/1998	
Transport, Telecommunications and Energy	2119	01/10/1998	

Key events			
10/07/1998	Legislative proposal published	COM(1998)0414	Summary
14/09/1998	Committee referral announced in Parliament, 1st reading		
14/09/1998	Report referred back to committee		
01/10/1998	Debate in Council	2119	
30/11/1998	Debate in Council	2142	
20/01/1999	Vote in committee, 1st reading		Summary
20/01/1999	Committee report tabled for plenary, 1st reading	A4-0031/1999	

11/02/1999	Debate in Parliament		
12/02/1999	Decision by Parliament, 1st reading	T4-0123/1999	Summary
16/03/1999	Vote in committee, 1st reading		Summary
16/03/1999	Committee report tabled for plenary, 1st reading	A4-0114/1999	
29/03/1999	Debate in Council	2169	
15/04/1999	Debate in Parliament		
15/04/1999	Decision by Parliament, 1st reading	T4-0322/1999	Summary
28/07/1999	Vote in committee, 1st reading		
28/07/1999	Committee report tabled for plenary confirming Parliament's position	A5-0005/1999	
16/09/1999	Decision by Parliament, 1st reading	T5-0015/1999	Summary
11/12/2001	End of procedure in Parliament		
11/12/2001	Additional information		Summary

Technical information

Procedure reference	1998/0227(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (after Amsterdam) EC 071
Stage reached in procedure	Procedure lapsed or withdrawn

Documentation gateway

Legislative proposal	COM(1998)0414	10/07/1998	EC	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0031/1999 OJ C 150 28.05.1999, p. 0004	20/01/1999	EP	
Text adopted by Parliament, partial vote at 1st reading/single reading	T4-0123/1999 OJ C 219 30.07.1999, p. 0368-0414	12/02/1999	EP	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0114/1999 OJ C 219 30.07.1999, p. 0004	16/03/1999	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0322/1999 OJ C 219 30.07.1999, p. 0368-0414	15/04/1999	EP	Summary
Reconsultation	SEC(1999)0581	28/04/1999	EC	
Committee final report tabled for plenary, 1st reading/single reading	A5-0005/1999 OJ C 054 25.02.2000, p. 0010	28/07/1999	EP	
Committee of the Regions: opinion	CDR0332/1999 OJ C 374 23.12.1999, p. 0082	15/09/1999	CofR	
Text adopted by Parliament confirming position adopted at 1st reading	T5-0015/1999 OJ C 054 25.02.2000, p.	16/09/1999	EP	Summary

Additional information

European Commission

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

OBJECTIVE: to promote the use of combined transport as an alternative to ever-expanding road transport. **SUBSTANCE:** The Commission proposes amending Directive 96/53/EC to allow a maximum total weight of 44 tonnes for the initial and final road haulage sections of any kind of combined transport operation. ?

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

The rapporteur welcomes the Commission proposal to amend Council Directive 92/106 on the establishment of common rules for certain types of combined transport of goods between member states. The definition of combined transport will now include combined transport within a country and transport operations between a member state and a non-member state. Road transport combined with short-sea transport will be regarded as combined transport but not where deep-sea shipment or short-distance ferry crossings are involved. The initial or final road leg is no longer part of the definition as the road section is restricted to 20% of the total distance of the journey. The procedures for reducing of reimbursing taxes, including the Eurovignette, have been devised to ensure that combined transport becomes more attractive even for relatively short distances as the tax rebates may relate to the transshipment costs. These costs are a sizeable proportion of the overall cost in the case of shorter distance combined transport operations. Good vehicles engaged in combined transport operations will no longer face restrictions on movement at night, weekends and public holidays. In some countries this arrangement is already in force. It will now be introduced at EU level with a view to harmonising the combined transport market. Finally, Mr WIJSENBECK endorsed the Commission proposal to amend Directive 96/53. This proposal would increase to 44 tonnes the weight of road vehicles engaged in combined transport operations. Some containers and tank units would therefore be able to be operated to full capacity thus reducing cost per tonne and short road legs. The Committee on Transport and Tourism, however was against this proposal. Consequently, the rapporteur announced that he would resign. ?

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

The Commission's proposal that would have increased to 44 tonnes the weight of road vehicles engaged in combined transport operations was rejected by the Parliament. The Rapporteur was Rijk VAN DAM (I-EDN, NL). The matter was therefore referred back to committee pursuant to Rule 59 (3).?

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

The Committee decided to continue its rejection of the Commission's proposal to permit a maximum vehicle weight of 44 tons for heavy goods vehicles in combined transport as defined in an amendment to Directive 92/106 (cooperation procedure, second reading). At its January meeting, the Committee followed its rapporteur Rijk VAN DAM (I-EDN, NL) by unanimously opposing the general increase of the maximum vehicle weight in the EU to 44 tons. In plenary, Parliament endorsed this adverse position and the proposal was referred back to the Committee. It was generally felt that such an increase would be a first step towards a general 44 tons limit for road transport, which would be undesirable because of the risk of damage to infrastructure in some member states. In view of the forthcoming accession of applicant countries, the increase would likewise be undesirable, as these countries' infrastructure was in many cases not yet ready to cope with such heavy vehicles. While maintaining its original proposal, the Commission failed to convince MEPs that a compromise could be reached. A personal letter from Commissioner KINNOCK to the rapporteur was not considered as grounds for further negotiations. After ample debate, the arguments put forward by the Committee remained unshakable. The Committee will therefore recommend that the House once again rejects the proposal in plenary.?

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

MEPs voted, for a second time, to reject the Commission's proposal to allow 44 tonne lorries on Europe's roads. The Rapporteur, Mr. Rijk van Dam (NL, I-EN) struck an optimistic note by contending that proper consultation could serve to break the deadlock and that Parliament needed to be open-minded about anything that the Commission and Council might propose.?

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

The Directorates General or responsible departments have asked for this proposal to be withdrawn. The reasons are indicated as follows: A) for objective reasons (change of de facto situation, objectives already achieved by other means, etc) B) because the Commission has now adopted another approach : - the proposal is replaced implicitly, - a new proposal is in preparation, - no planned replacement.?

