


Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	2000/0060(COD) 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	PPE-DE HATZIDAKIS Konstantinos	19/04/2000
	Former committee responsible		
	RETT Regional Policy, Transport and Tourism	PPE-DE HATZIDAKIS Konstantinos	19/04/2000
Council of the European Union	Former committee for opinion		
	JURI Legal Affairs and Internal Market	The committee decided not to give an opinion.	
	ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	Competitiveness (Internal Market, Industry, Research and Space)	2371	27/09/2001
	Transport, Telecommunications and Energy	2340	05/04/2001

Key events			
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
12/09/2000	Committee report tabled for plenary, 1st reading	A5-0231/2000	
02/10/2000	Debate in Parliament		

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, 2nd 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)
Procedure subtype	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

Legislative proposal	COM(2000)0137 OJ C 274 26.09.2000, p. 0032 E	23/03/2000	EC	Summary
Committee report tabled for plenary, 1st reading/single reading	A5-0231/2000 OJ C 146 17.05.2001, p. 0004	12/09/2000	EP	
Text adopted by Parliament, 1st reading/single reading	T5-0414/2000 OJ C 178 22.06.2001, p. 0024-0060	03/10/2000	EP	Summary
Committee of the Regions: opinion	CDR0259/2000 OJ C 144 16.05.2001, p. 0015	13/12/2000	CofR	
Economic and Social Committee: opinion, report	CES0056/2001 OJ C 123 25.04.2001, p. 0076	25/01/2001	ESC	
Council position	09068/1/2001 OJ C 360 15.12.2001, p. 0001-0007	27/09/2001	CSL	Summary
Commission communication on Council's position	SEC(2001)1571	02/10/2001	EC	Summary
Committee recommendation tabled for plenary, 2nd reading	A5-0437/2001	21/11/2001	EP	
Text adopted by Parliament, 2nd reading	T5-0008/2002 OJ C 271 07.11.2002, p. 0062-0174 E	17/01/2002	EP	Summary

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 2002/7](#)

[OJ L 067 09.03.2002, p. 0047-0049](#) Summary

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

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 outswing 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.?

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

The committee adopted the report (codecision procedure, first reading) by Kostas HATZIDAKIS (EPP-ED, GR) approving, subject to three technical amendments, the proposal on maximum authorised dimensions and weights for certain road vehicles. The committee welcomed the fact that the proposal would allow buses of 15 metres in length to operate throughout the EU, on both commercial and environmental grounds. Longer buses could take more passengers and, as cabotage and free movement of long buses would now be possible, this would generate considerable market opportunities for bus transport. Bigger buses should also mean fewer buses on the roads in total, so there would be environmental benefits. The committee concluded that the proposal struck a reasonable balance between commercial and competition considerations on the one hand and infrastructure, legislative and safety constraints on the other. One of the amendments adopted called for the transitional period, allowing for the use within national territory of older buses longer than 12 metres which do not comply with the directive, to be extended to 31 December 2015. It felt that the transitional period laid down in the proposal (ending in 2009) was too short and would severely limit the service life of such buses, thereby imposing financial penalties on businesses which had introduced the vehicles in good faith before the entry into force of the directive. ?

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

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

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

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

The committee adopted the report by its chairman, Kostas HATZIDAKIS (EPP-ED, GR) approving the common position without amendment under the codecision procedure (2nd reading).?

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

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

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.?