



Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p> <p>Motor vehicles and trailers: masses and dimensions</p> <p>Repealed by 2008/0100(COD)</p> <p>Subject 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles</p>	<p>1991/0348(COD)</p> <p>Procedure completed</p>

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ECON Economic and Monetary Affairs, Industrial Policy	PSE BARTON Roger	22/01/1997
Council of the European Union	Council configuration	Meeting	Date
	Competitiveness (Internal Market, Industry, Research and Space)	2007	21/05/1997
	Telecommunications	1972	28/11/1996

Key events			
08/07/1991	Legislative proposal published	COM(1991)0239	Summary
09/09/1991	Committee referral announced in Parliament, 1st reading		
22/01/1992	Vote in committee, 1st reading		
22/01/1992	Committee report tabled for plenary, 1st reading	A3-0022/1992	
10/02/1992	Debate in Parliament		
12/02/1992	Decision by Parliament, 1st reading	T3-0058/1992	Summary
28/11/1996	Council position published	09451/1996	Summary
12/12/1996	Committee referral announced in Parliament, 2nd reading		
20/03/1997	Vote in committee, 2nd reading		Summary
20/03/1997	Committee recommendation tabled for plenary, 2nd reading	A4-0102/1997	
08/04/1997	Debate in Parliament		Summary

09/04/1997	Decision by Parliament, 2nd reading	T4-0146/1997	Summary
21/05/1997	Act approved by Council, 2nd reading		
22/07/1997	Final act signed		
22/07/1997	End of procedure in Parliament		
25/08/1997	Final act published in Official Journal		

Technical information

Procedure reference	1991/0348(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Repealed by 2008/0100(COD)
Legal basis	EC before Amsterdam E 100A
Stage reached in procedure	Procedure completed
Committee dossier	ECON/4/08492

Documentation gateway

Legislative proposal		COM(1991)0239 OJ C 230 04.09.1991, p. 0046	08/07/1991	EC	Summary
Economic and Social Committee: opinion, report		CES1503/1991 OJ C 049 24.02.1992, p. 0005	18/12/1991	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading		A3-0022/1992 OJ C 067 16.03.1992, p. 0005	22/01/1992	EP	
Text adopted by Parliament, 1st reading/single reading		T3-0058/1992 OJ C 067 16.03.1992, p. 0056-0081	12/02/1992	EP	Summary
Reconsultation		COM(1993)0570	10/11/1993	EC	
Council position		09451/1996 OJ C 041 10.02.1997, p. 0005	28/11/1996	CSL	Summary
Commission communication on Council's position		SEC(1996)2292	09/12/1996	EC	
Committee recommendation tabled for plenary, 2nd reading		A4-0102/1997 OJ C 132 28.04.1997, p. 0007	20/03/1997	EP	
Text adopted by Parliament, 2nd reading		T4-0146/1997 OJ C 132 28.04.1997, p. 0067-0087	09/04/1997	EP	Summary
Commission opinion on Parliament's position at 2nd reading		COM(1997)0229	22/05/1997	EC	
Implementing legislative act		32003L0019 OJ L 079 26.03.2003, p. 0006-0013	21/03/2003	EU	Summary

Additional information

European Commission	EUR-Lex
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Motor vehicles and trailers: masses and dimensions

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Motor vehicles and trailers: masses and dimensions

The common position of the Council, in keeping with the spirit of Parliament's first-reading amendments, incorporates, with respect to vehicle dimensions, references to the values set in Directive 96/53/EC. It also takes account, for purposes of vehicle type-approval, of the exemptions provided for by that Directive. Regarding masses, the common position creates an evolutive framework enabling harmonized masses to be incorporated once they have been fixed under Directive 96/53/EC. The framework in question is Annex IV, which introduces a uniform procedure for determining registration-in-service maximum permissible mass in each Member State. The procedure is to serve for determining not only the maximum mass of the laden vehicle but also the maximum mass on the axle, the maximum towable mass, and the maximum laden mass of a tractor-trailer combination. The Directive's technical aspects, notably mass distribution calculations and the procedures concerning incomplete vehicles, are the result of adaptation. In addition, all technical concepts relating to masses and dimensions have been clarified. Finally, the Council identified five features which ought to be covered by masses-and-dimensions legislation, but require closer examination. These features are listed in a statement inviting the Commission to carry out such examination within the Committee for adaptation to technical progress. ?

Motor vehicles and trailers: masses and dimensions

The rapporteur, Mr Roger BARTON (PSE, UK) regretted that the directive did not harmonize the maximum authorized masses of motor vehicles and trailers before they were registered in the Member States. However, their maximum dimensions could be harmonized. He considered that the question of masses could be dealt with by providing for recourse to a uniform procedure for determining registration/in service maximum permissible mass in each Member State. The rapporteur was most insistent that the public should be guaranteed a high level of safety and that constant efforts should to be made to improve the safety of trailers.?

Motor vehicles and trailers: masses and dimensions

Commissioner Monti stated that he could accept the two amendments tabled by the rapporteur aimed at improving the security and functioning of the internal market. He also indicated that the Commission was prepared to re-examine the situation regarding vehicle safety in two years.

Motor vehicles and trailers: masses and dimensions

Adopting the recommendation for second reading by Mr Roger BARTON (PSE, UK), Parliament approved the Council Common Position on the Directive relating to the masses and dimensions of motor vehicles, while emphasizing the need: - to ensure a high level of public safety; - to seek constant improvements in safety, particularly with regard to certain types of trailers. ?

Motor vehicles and trailers: masses and dimensions

OBJECTIVE: the Directive seeks to introduce regulations on construction and design, and the calculation methods to be employed by manufacturers, for the purpose of obtaining EC type-approval in respect of the masses and dimensions of motor vehicles other than private cars. The Directive is intended to complement the requirements for full EC type-approval of commercial vehicles and trailers. COMMUNITY MEASURE: European Parliament and Council Directive 97/27/EC on the masses and dimensions of certain categories of motor vehicles and their trailers, amending Directive 70/156/EEC. CONTENT: La Directive incorporates, with respect to vehicle dimensions, references to the

values set in Directive 96/53/EC. It also takes account, for purposes of vehicle type-approval, of the exemptions provided for by that Directive. Regarding masses, the Directive creates an evolutive framework enabling harmonised masses to be incorporated once they have been fixed under Directive 96/53/EC. The framework in question is Annex IV, which introduces a uniform procedure for determining registration-in-service maximum permissible mass in each Member State. The procedure is to serve for determining not only the maximum mass of the laden vehicle but also the maximum mass on the axle, the maximum towable mass and the maximum laden mass of a tractor/trailer combination. The Directive emphasises the need to ensure a high level of public safety and to seek constant improvements in safety, particularly with regard to certain types of trailers. DATE OF ENTRY INTO FORCE: 22/07/1997. ?

Motor vehicles and trailers: masses and dimensions

COMMUNITY MEASURE : Commission Directive 2003/19/EC amending, for the purposes of adapting to technical progress, Directive 97/27/EC of the European Parliament and of the Council relating to the masses and dimensions of certain categories of motor vehicles and their trailers. CONTENT : in the light of experience gained with the application of Directive 97/27/EC, it is necessary to amend and to specify more precisely certain provisions contained therein in order to ensure uniform interpretation in all Member States. Annexes I to IV to Directive 97/27/EC are amended in accordance with the Annex to this Directive. With effect from 1 October 2003, in the case of vehicles which comply with the requirements of Directive 97/27/EC, as amended by this Directive, Member States shall not, on grounds relating to the masses and dimensions: a) refuse, in respect of a type of motor vehicle of category M2, M3, N or O, to grant EC type-approval or national type approval; or b) refuse, in respect of a type of motor vehicle of category M2, M3, N or O, to assign registration/in-service masses in accordance with Annex IV (where required); or c) prohibit the registration, sale or entry into service of such vehicles. With effect from 1 October 2004, Member States shall not grant EC type-approval, and may refuse to grant national type-approval, for a type of vehicle of category M2, M3, N or O on grounds relating to its masses and dimensions, if the requirements of Directive 97/27/EC, as amended by this Directive, are not fulfilled. The United Kingdom and Portugal may, within their territory until 9 March 2005, refuse to grant national type-approval of a vehicle type, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, or consider its certificate of conformity as not valid within the meaning of Article 7, paragraph 1 of Directive 70/156/EEC if the vehicle does not comply with the manoeuvrability criteria specified in Article 8(a) of Directive 96/53/EC, amended by the European Parliament and Council Directive 2002/7/EC. ENTRY INTO FORCE : 15 April 2003. TRANSPOSITION : 30 September 2003. ?