




Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed 1991/0371(COD)
Two or three-wheels motor vehicles: maximum design speed, torque and net engine Repealed by 2010/0271(COD)	
Subject 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles	

Key players			
European Parliament Council of the European Union	Council configuration	Meeting	Date
	General Affairs	1825	23/01/1995
	Health	1823	22/12/1994
	Economic and Financial Affairs ECOFIN	1781	27/07/1994

Key events			
06/04/1992	Committee referral announced in Parliament, 1st reading		
16/10/1992	Vote in committee, 1st reading		
16/10/1992	Committee report tabled for plenary, 1st reading	A3-0312/1992	
26/10/1992	Debate in Parliament		
29/10/1992	Decision by Parliament, 1st reading	T3-0575/1992	
18/01/1993	Decision by Parliament, 1st reading	COM(1991)0497	Summary
18/01/1993	Report referred back to committee		
28/01/1993	Vote in committee, 1st reading		
28/01/1993	Committee report tabled for plenary, 1st reading	A3-0031/1993	
09/02/1993	Debate in Parliament		Summary
11/02/1993	Decision by Parliament, 1st reading	T3-0099/1993	Summary
22/09/1993	Vote in committee, 2nd reading		
26/10/1993	Debate in Parliament		Summary
27/10/1993	Decision by Parliament, 2nd reading	T3-0551/1993	Summary
16/12/1993	Committee referral announced in Parliament, 2nd reading		

20/12/1993	Vote in committee, 2nd reading		
07/02/1994	Debate in Parliament		Summary
09/02/1994	Decision by Parliament, 2nd reading	T3-0067/1994	Summary
12/04/1994	Vote in committee, 2nd reading		
20/04/1994	Decision by Parliament, 2nd reading	05639/1/1993	Summary
27/04/1994	Vote in committee, 2nd reading		Summary
04/05/1994	Decision by Parliament, 2nd reading	T3-0401/1994	Summary
27/07/1994	Parliament's amendments rejected by Council		
18/10/1994	Formal meeting of Conciliation Committee		Summary
13/12/1994	Final decision by Conciliation Committee		Summary
18/01/1995	Debate in Parliament		
18/01/1995	Decision by Parliament, 3rd reading	T4-0005/1995	Summary
23/01/1995	Decision by Council, 3rd reading		
02/02/1995	Final act signed		
02/02/1995	End of procedure in Parliament		
08/03/1995	Final act published in Official Journal		

Technical information

Procedure reference	1991/0371(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Repealed by 2010/0271(COD)
Legal basis	EC before Amsterdam E 100A
Stage reached in procedure	Procedure completed
Committee dossier	CODE/4/05865; CODE/3/05273; CODE/3/05423

Documentation gateway

Legislative proposal		COM(1991)0497 OJ C 093 13.04.1992, p. 0116	26/02/1992	EC	Summary
Committee opinion	TRAN	PE201.139/DEF	17/06/1992	EP	
Economic and Social Committee: opinion, report		CES1026/1992 OJ C 313 30.11.1992, p. 0007	23/09/1992	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading		A3-0312/1992 OJ C 305 23.11.1992, p. 0008	16/10/1992	EP	
Text adopted by Parliament, partial vote at 1st reading/single reading		T3-0575/1992 OJ C 305 23.11.1992, p.	29/10/1992	EP	

		0095-0129			
Committee report tabled for plenary, 1st reading/single reading		A3-0031/1993 OJ C 072 15.03.1993, p. 0005	28/01/1993	EP	
Text adopted by Parliament, 1st reading/single reading		T3-0099/1993 OJ C 072 15.03.1993, p. 0109-0128	11/02/1993	EP	Summary
Council position		05639/1/1993	28/06/1993	CSL	Summary
Commission communication on Council's position		SEC(1993)1094	06/07/1993	EC	
Committee recommendation tabled for plenary, 2nd reading		A3-0269/1993 OJ C 296 01.11.1993, p. 0005	22/09/1993	EP	
Committee draft report		PE206.209	27/09/1993	EP	
Text adopted by Parliament, partial vote at 1st reading/single reading		T3-0551/1993 OJ C 315 22.11.1993, p. 0074-0132	27/10/1993	EP	Summary
Reconsultation		COM(1993)0570	10/11/1993	EC	
Committee recommendation tabled for plenary, 2nd reading		A3-0009/1994 OJ C 044 14.02.1994, p. 0007	20/12/1993	EP	
Text adopted by Parliament, partial vote at 1st reading/single reading		T3-0067/1994 OJ C 061 28.02.1994, p. 0061-0093	09/02/1994	EP	Summary
Committee recommendation tabled for plenary, 2nd reading		A3-0246/1994 OJ C 128 09.05.1994, p. 0026	12/04/1994	EP	
Committee draft report		PE207.712	15/04/1994	EP	
Committee recommendation tabled for plenary, 2nd reading		A3-0328/1994 OJ C 205 25.07.1994, p. 0008	27/04/1994	EP	
Text adopted by Parliament, 2nd reading		T3-0401/1994 OJ C 205 25.07.1994, p. 0144-0159	04/05/1994	EP	Summary
Commission opinion on Parliament's position at 2nd reading		COM(1994)0321	14/07/1994	EC	
Joint text approved by Conciliation Committee co-chairs		3605/1995	13/12/1994	CSL/EP	
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		A4-0006/1995 OJ C 043 20.02.1995, p. 0017	13/01/1995	EP	
Text adopted by Parliament, 3rd reading		T4-0005/1995 OJ C 043 20.02.1995, p. 0030-0036	18/01/1995	EP	Summary
Committee draft report		PE211.517	18/01/1995	EP	

Additional information

European Commission

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Final act

[Directive 1995/1](#)
[OJ L 052 08.03.1995, p. 0001](#) Summary

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

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Two or three-wheels motor vehicles: maximum design speed, torque and net engine

Parliament adopted the report by Mr Beazley, refusing to limit the maximum engine power of two- or three-wheeled motor vehicles to 74 kW.?

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

The Council adopted its Common Position unanimously. With regard to the Commission's initial proposal, the Council had introduced: - a transitional period of five years during which Member States so desiring could register motorcycles of a power of more than 74 kW but less than 94 kW; - a period of optional application of six months between the final date of transposition (18 months from the adoption of the Directive) and the date of mandatory application; Lastly, the Council adopted the regulatory committee procedure for the adaptation of the Annexes to technical progress. ?

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

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Two or three-wheels motor vehicles: maximum design speed, torque and net engine

The EP adopted the recommendation to reject the common position of the Council by 262 votes to 76, with 8 abstentions.

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

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Two or three-wheels motor vehicles: maximum design speed, torque and net engine

In adopting the report by Mr BEAZLEY (proposal to declare the intention of Parliament to reject the common position) by 300 votes to 24 and 13 abstentions, Parliament stuck to its guns and rejected the Council's common position, calling on the Council to convene the Conciliation Committee. In fact, Parliament opposed a limitation on the maximum engine power of two- or three-wheeled vehicles, i.e. motorbikes.

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

The EP's delegation to the Conciliation Committee and the Committee on Economic and Monetary Affairs decided to submit to the meeting all the amendments from the BEAZLEY report adopted at first reading. ?

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

In addition to the amendment doing away with the limitation on the power of motor vehicles to 74 Kw, Parliament adopted the following amendments at second reading: * it was important to await the results of a study which, within two years, should establish whether there was a link between engine power and road accidents, before adopting any limitations; * Member States applying such a limitation should not be

required to amend their legislation (in practice, only France was involved); * If the directive was adopted through the committee procedures, the EP should be consulted and given equal footing to the Council. The Council and the EP should be consulted in the same way and each branch of the legislative authority should be able to propose the cancellation of the Commission decision. In practice, once it had been informed of the decision taken by the Commission, assisted by a committee composed of representatives of the Member States, the EP, acting by majority, (or the Council) could propose to the Council (or the EP) that this decision be cancelled. ?

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Two or three-wheels motor vehicles: maximum design speed, torque and net engine

Parliament approved the joint draft of the conciliation committee. ?

Two or three-wheels motor vehicles: maximum design speed, torque and net engine

1) OBJECTIVE To harmonize national laws and establish a type-approval procedure with regard to maximum design speed (measurement method), maximum torque (measurement method) and maximum net engine power (permissible limit value and measurement method) of two- or three-wheeled motor vehicles. 2) CONTENTS 1. This Directive forms part of the type-approval procedure for two- or three-wheeled motor vehicles covered by Council Directive 92/61/EEC. 2. The vehicles covered by the Directive are divided into the following types: * mopeds: two- or three-wheeled vehicles fitted with an engine having a cylinder capacity not exceeding 50 cm³ and a maximum design speed of not more than 45 km/h; * motorcycles: two-wheeled vehicles with or without sidecar, fitted with an engine having a cylinder capacity of more than 50 cm³ and/or having a maximum design speed of more than 45 km/h; * motor tricycles: vehicles with three symmetrically arranged wheels fitted with an engine having a cylinder capacity of more than 50 cm³ and/or a maximum design speed of more than 45 km/h; * quadricycles: four-wheeled vehicles whose engine cylinder capacity does not exceed 50 cm³, whose maximum design speed is not more than 45 km/h and whose unladen mass is less than 350 kg are considered to be mopeds, while other quadricycles are classed as tricycles. 3. Requirements relating to the method of measuring maximum design speed and covering test conditions and procedure and the maximum speed of the vehicle. 4. Requirements relating to the maximum permissible power and methods of measuring maximum torque and maximum net engine power: * a study is planned to check whether there is any connection between accidents and maximum engine power of more than 74 kW; * specific requirements concerning spark-ignition engines for mopeds, motorcycles and tricycles and relating to: * accuracy of torque and power measurements under full load; * the measurement test and the test report; * the correction factors for torque and power; * the maximum torque and maximum net power measurement tolerances. 5. Procedure for adapting requirements to technical progress. 6. Procedure for granting type-approval: * the application for type-approval is submitted by the manufacturer to the competent authority of a Member State; * the competent authority grants type-approval in respect of the maximum design speed, the maximum torque and the maximum net power if these conform to the technical requirements of this proposal and to the data provided by the manufacturer; * to this end, it fills in the type-approval certificate contained in the annex to the proposal. 7. The requirements relating to the maximum design speed, the maximum torque and the maximum net power form part of a list of 47 characteristics set out in Council Directive 92/61/EEC all of which have to be complied with for two- or three-wheeled motor vehicles to be approved and marketed in the Community. 8. Restrictive clause: in their territory Member States may reject the first registration and subsequent registrations of vehicles with a maximum net power of more than 74 kW. Source : European Commission - Info92 - 02/96?