







# Procedure file

Basic information	
<p>COD - Ordinary legislative procedure (ex-codecision procedure) <a href="#">2018/0130(COD)</a> Decision</p>	Procedure completed
<p>Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance</p> <p>Amending Directive 96/53/EC <a href="#">1993/0486(SYN)</a></p> <p>Subject 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles</p>	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Transport and Tourism	 <a href="#">DELLI Karima</a>	21/06/2018
		Shadow rapporteur	
		 <a href="#">MARINESCU Marian-Jean</a>	
		 <a href="#">ASSIS Francisco</a>	
		 <a href="#">LUNDGREN Peter</a>	
Council of the European Union	Council configuration	Meeting	Date
	<a href="#">Education, Youth, Culture and Sport</a>	<a href="#">3693</a>	22/05/2019
European Commission	Commission DG	Commissioner	
	<a href="#">Mobility and Transport</a>	BULC Violeta	
European Economic and Social Committee European Committee of the Regions			

Key events			
17/05/2018	Legislative proposal published	<a href="#">COM(2018)0275</a>	Summary
11/06/2018	Committee referral announced in Parliament, 1st reading		
22/01/2019	Vote in committee, 1st reading		
22/01/2019	Committee decision to open interinstitutional negotiations with report adopted in committee		
29/01/2019	Committee report tabled for plenary, 1st reading	<a href="#">A8-0042/2019</a>	Summary

30/01/2019	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
11/02/2019	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
03/03/2019	Approval in committee of the text agreed at 1st reading interinstitutional negotiations	<a href="#">PE636.079</a> GEDA/A/(2019)001568	
26/03/2019	Results of vote in Parliament		
26/03/2019	Decision by Parliament, 1st reading	<a href="#">T8-0236/2019</a>	Summary
22/05/2019	Act adopted by Council after Parliament's 1st reading		
05/06/2019	Final act signed		
05/06/2019	End of procedure in Parliament		
20/06/2019	Final act published in Official Journal		

### Technical information

Procedure reference	2018/0130(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Decision
	Amending Directive 96/53/EC <a href="#">1993/0486(SYN)</a>
Legal basis	Treaty on the Functioning of the EU TFEU 091
Other legal basis	Rules of Procedure EP 159
Mandatory consultation of other institutions	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/13178

### Documentation gateway

Legislative proposal	<a href="#">COM(2018)0275</a>	17/05/2018	EC	Summary
Committee draft report	<a href="#">PE626.842</a>	26/09/2018	EP	
Economic and Social Committee: opinion, report	<a href="#">CES3137/2018</a>	17/10/2018	ESC	
Amendments tabled in committee	<a href="#">PE630.670</a>	27/11/2018	EP	
Committee report tabled for plenary, 1st reading/single reading	<a href="#">A8-0042/2019</a>	29/01/2019	EP	Summary
Text agreed during interinstitutional negotiations	<a href="#">PE636.079</a>	15/02/2019	EP	
Coreper letter confirming interinstitutional agreement	GEDA/A/(2019)001568	20/02/2019	CSL	
Text adopted by Parliament, 1st reading/single reading	<a href="#">T8-0236/2019</a>	26/03/2019	EP	Summary

Draft final act	<a href="#">00040/2019/LEX</a>	05/06/2019	CSL
Commission response to text adopted in plenary	<a href="#">SP(2019)437</a>	30/07/2019	EC

<b>Final act</b>
<a href="#">Decision 2019/984</a> <a href="#">OJ L 164 20.06.2019, p. 0030</a> Summary

## Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance

**PURPOSE:** to amend Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance.

**PROPOSED ACT:** Decision of the European Parliament and of the Council.

**ROLE OF THE EUROPEAN PARLIAMENT:** the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

**BACKGROUND:** [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 was last revised by Directive (EU) 2015/719 of the European Parliament and of the Council, one of the aims of Directive (EU) 2015/719 was to improve the aerodynamics of motor vehicles falling within the scope of the Directive by allowing these to derogate from maximum lengths restrictions if certain conditions were respected.

The derogation from maximum length restrictions was granted for the rear of vehicles, for the mounting of aerodynamic devices, and for the front of vehicles 4 to allow for a more rounded and aerodynamic shape of cabs of trucks.

Directive (EU) 2015/719 also included a moratorium of three years for the introduction of aerodynamic cabs after the date of transposition or application of the necessary amendments as regards technical type-approval requirements.

The moratorium deters manufacturers from improving aerodynamics of cabs as a way to achieve compliance with the upcoming CO2 standards for heavy goods vehicles.

Considering that CO2 emissions from road transport represent a quarter of all CO2 emissions in the EU and that emissions from road transport are projected to grow by 6% in the period 2015 -2030, the Commission considers that the benefits of elongated cabs should be harvested as quickly as possible.

The proposal contributes directly to the first political priority of the Juncker Commission: jobs, growth and investment by allowing truck manufacturers and equipment suppliers to innovate and produce new models of heavy goods vehicles. It is also intended to contribute to the energy union and climate priority, through a lowering of emissions from heavy goods vehicles.

**CONTENT:** this proposal only advances the date from which on more aerodynamic and/or safer cabins may be used as already provided for since Directive 2015/719. However, the shortened deadline would remain proportionate and would still allow sufficient time for Member States to take the necessary measures.

## Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance

The Committee on Transport and Tourism adopted the report by Karima DELLI (Greens/EFA, FR) on the proposal for a decision of the European Parliament and of the Council amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance.

As a reminder, 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 was last revised by Directive (EU) 2015/719 of the European Parliament and of the Council, one of the aims of Directive (EU) 2015/719 was to improve the aerodynamics of motor vehicles falling within the scope of the Directive by allowing these to derogate from maximum lengths restrictions if certain conditions were respected.

The derogation from maximum length restrictions was granted for the rear of vehicles, for the mounting of aerodynamic devices, and for the front of vehicles to allow for a more rounded and aerodynamic shape of cabs of trucks.

Directive (EU) 2015/719 also included a moratorium of three years for the introduction of aerodynamic cabs after the date of transposition or application of the necessary amendments as regards technical type-approval requirements.

However, the moratorium deters manufacturers from improving aerodynamics of cabs as a way to achieve compliance with the upcoming CO2 standards for heavy goods vehicles.

This proposal for an amending decision only advances the date from which on more aerodynamic and/or safer cabins may be used as already provided for since Directive 2015/719.

The committee proposed that Council Directive 96/53/EC, as amended by Directive (EU) 2015/719, should apply from 6 months (instead of 4 months as proposed by the Commission) from the entry into force of the amending decision.

## Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance

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The European Parliament adopted by 635 votes to 22 with 5 abstentions a legislative resolution on the proposal for a decision of the European Parliament and of the Council amending Council Directive 96/53/EC as regards the time limit for the implementation of special rules on the maximum length for cabs improving aerodynamic performance, energy efficiency and safety performance.

The proposal aims to amend Council Directive 96/53/EC as regards the deadline for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance.

The position of the European Parliament adopted at first reading under the ordinary legislative procedure has amended the Commission proposal as follows:

The Commission should take the necessary measures, within the framework established by Directive 2007/46/EC, to provide for the type-approval of vehicles or vehicle combinations referred to in Directive 96/53/EC by 1 November 2019 at the latest. The provisions would apply from 1 September 2020.

A recital highlights the transport sector and equipment manufacturers need sufficient time to develop new services and products. In order to take advantage of more flexible design rules for cabs, the Commission should take measures to ensure that the necessary technical provisions can be adopted as soon as possible, with a view to ensuring a smooth and rapid placing on the market of a new generation of cabs.

In addition, the Commission and the Member States, acting in their respective roles within the Technical Committee on Motor Vehicles established by Directive 2007/46/EC, should make every effort to ensure that an opinion is delivered promptly. If the measures envisaged by the Commission are not in accordance with the opinion of that Committee, or if no opinion is delivered, the Commission should act without delay.

## Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance

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**PURPOSE:** to confirm the arrival date of safer and more aerodynamic truck cabins.

**LEGISLATIVE ACT:** Decision (EU) 2019/984 of the European Parliament and of the Council amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance.

**CONTENT:** this Decision amends Council Directive 96/53/EC on the maximum length of heavy goods vehicles by bringing forward the date of authorisation of an extension of the cab to provide it with a more rounded front, without reducing the vehicle load capacity.

Before aerodynamic cabins may be placed on the market, they must meet the necessary approval conditions. The Commission shall take the necessary measures to provide for the type-approval of the vehicles or vehicle combinations concerned by 1 November 2019 at the latest. Trucks with more rounded cabins at the front should appear on European roads from 1 September 2020.

The curved cabins shall significantly reduce fuel consumption and improve safety.

**ENTRY INTO FORCE:** 10.7.2019.