



European Communities

EUROPEAN PARLIAMENT

SESSION DOCUMENTS

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** I

SECOND REPORT

of the Committee on Economic and Monetary Affairs and Industrial Policy
on the Commission proposals for

- I. a Council directive on safety glazing and glazing materials on motor vehicles and their trailers
(COM(89) 653 final - C3-0070/90 - SYN 236)
- II. a Council directive on the masses and dimensions of motor vehicles of category M1
(COM(89) 653 final - C3-0071/90 - SYN 237)
- III. a Council directive on pneumatic tyres for motor vehicles and their trailers
(COM(89) 653 final - C3-0072/90 - SYN 238)

Rapporteur : Mr Peter BEAZLEY

PE 140.030/fin.2

A Series: Reports. - B Series: Motions for Resolutions, Oral Questions - C Series: Documents received from other Institutions (e.g. Consultations)



= Consultation procedure requiring a single reading



= Cooperation procedure (second reading) which requires the votes of a majority of the current Members of Parliament for rejection or amendment



= Cooperation procedure (first reading)



= Parliamentary assent which requires the votes of a majority of the current Members of Parliament

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By letter of 23 February 1990, the President of the Council of the European Communities requested the European Parliament to deliver an opinion on the proposals from the Commission of the European Communities for the Council Directives on safety glazing and glazing materials on motor vehicles and their trailers, on the masses and dimensions of motor vehicles of category M1 and on pneumatic tyres for motor vehicles and their trailers (COM(89) 653 - C3-70/90, C3-71/90, C3-72/90 - SYN 236, 237, 238).

On 12 March 1990, the President of the European Parliament referred these proposals to the Committee on Economic and Monetary Affairs and Industrial Policy as committee responsible and to the Committee on Transport and Tourism for its opinion.

At its meeting of 21 March 1990, the Committee on Economic and Monetary Affairs and Industrial Policy appointed Mr Peter BEAZLEY rapporteur.

The Committee considered the Commission's proposals and the draft report at its meetings of 30 May - 1 June 1990 and 18-19 June 1990. It adopted the directives as amended and the draft legislative resolutions unanimously in its first report on 18 June 1990.

The following took part in the vote on the first report: BEUMER (Chairman), Peter BEAZLEY (rapporteur), BARTON, BOFILL ABEILHE, BONETTI (deputizing for GALLENZI), CAUDRON, COX, DE PICCOLI, ERNST de la GRAETE, HERMAN, HOPPENSTEDT, METTEN, NIELSEN (deputizing for RISKAER PEDERSEN), PAPAYANNAKIS, PATTERSON, PINXTEN, READ, ROGALLA, ROUMELIOTIS, von WOGAU.

The opinion of the Committee on Transport and Tourism is attached.

The first report was tabled on 25 June 1990.

On the 9 of July the referral back to the committee had been asked and approved of (Rule 103). The reason for the referral related only to the proposal I (Proposal for a Council Directive on safety glazing and glazing materials on motor vehicles and their trailers (C3-70/90 - SYN 236). The content of the first report concerning the proposals: II (Proposal for Council Directive on the masses and dimensions of motor vehicles of categorie MI (C3-71/90 - SYN 237) and III (Proposal for a Council Directive on pneumatic tyres for motor vehicles and their trailers (C3-72/90 - SYN 238) has not been changed after the referral.

The Committee considered the Commission's proposal I and the draft second report at its meeting of 20 September 1990. It adopted the directive I as amended and the draft legislative resolution with 18 votes to and 1 against.

The Committee requests that its report be adopted by Parliament without debate (Rule 38 of the Rules of Procedure).

The following took part in the vote on the second report: Beumer, chairman ; Desmond, vice-chairman ; P. Beazley, rapporteur ; de Donnea, de Piccoli, Ernst de le Graete, Friedrich, Herman, Hoff, Lulling, Merz, Metten, Patterson, Peter (for Rogalla), Porto (for Visentini), Riskaer Pedersen, Speciale, van der Waal (for Lataillade), von Wogau.

The second report was tabled on 21 September 1990.

The deadline for tabling amendments to this report will be indicated in the draft agenda for the part-session at which it is to be considered.

A.

I. Proposal for a Council Directive on safety glazing and glazing materials on motor vehicles and their trailers

TEXT PROPOSED BY THE COMMISSION
OF THE EUROPEAN COMMUNITIES (*)

AMENDMENTS PROPOSED BY THE ECONOMIC
AFFAIRS COMMITTEE

citations unchanged

recital 1 unchanged

recital 1a (new)

Amendment No 1

whereas the total method of harmonisation will be essential in order fully to achieve the large market.

recital 1b (new)

Amendment 2

whereas a change such as this should cover the entire EEC type approval procedure with the aim, to replace the national legislation of the Member States by a single Community legislation, and should do so by taking into account the spirit of the Council Resolution of the 7 May 1985 on a new approach to technical harmonization and standards (1).

recitals 2 - 6 unchanged

articles 1 - 7 unchanged

1) see Annex II, second indent of the Council Resolution of 7 May 1985 on a new approach to technical harmonisation and standards

(for 1st proposal)* full text, see OJ Nr C 95 of 17 April 1990

Article 8
(Amendment 3)

For the purposes of this Directive, "vehicle" means any motor vehicle intended for use on the road, having at least four wheels and a maximum design speed exceeding 25 km/h, with the exception of vehicles which run on rails, agricultural and forestry tractors or machinery, and construction equipment.

For the purposes of this Directive, "vehicle" means any motor vehicle intended for use on the road, having at least four wheels and a maximum design speed exceeding 25 km/h, with the exception of vehicles which run on rails, agricultural and forestry tractors or machinery, and construction equipment.

This directive does not apply to the plastic windows of caravans, to the plastic back windows of convertibles and to the plastic side windows of off road country vehicles.

The international classification of these vehicles shall be as set out in Note (b) of Annex I to Directive 70/156/EEC.

The international classification of these vehicles shall be as set out in Note (b) of Annex I to Directive 70/156/EEC.

DRAFT LEGISLATIVE RESOLUTION

(COOPERATION PROCEDURE : first reading)

embodying the opinion of the European Parliament on the proposal from the Commission to the Council for

- I. a Directive on safety glazing and glazing materials on motor vehicles and their trailers

The European Parliament,

- having regard to the proposal from the Commission to the Council (COM(89)653 final - SYN 236) ¹,
 - having been consulted by the Council pursuant to Article 100A of the EEC Treaty (doc. C3-70/90),
 - having regard to the second report of the Committee on Economic and Monetary Affairs and Industrial Policy and the opinion of the Committee on Transport and Tourism (doc. A3-220/90),
1. Approves the Commission's proposal subject to Parliament's amendments and in accordance with the vote thereon;
 2. Calls on the Commission to amend its proposal accordingly, pursuant to Article 149(3) of the EEC Treaty;
 3. Calls on the Council to incorporate Parliament's amendments into the common position that it adopts in accordance with Article 149(2(a) of the EEC Treaty;
 4. Instructs its President to forward this opinion to the Council and Commission as well as to the Parliaments of the Member States.

1 OJ No 95 of 17 April 1990

II. Proposal for a Council Directive on the masses and dimensions of motor vehicles of category M1

TEXT PROPOSED BY THE COMMISSION
OF THE EUROPEAN COMMUNITIES (*)

AMENDMENTS PROPOSED BY THE ECONOMIC
AFFAIRS COMMITTEE

citations unchanged

recital 1 unchanged

recital 1a (new)
Amendment No 1

whereas the total method of harmonisation will be essential in order fully to achieve the large market.

recital 1b (new)

Amendment 2

whereas a change such as this should cover the entire EEC type approval procedure with the aim, to replace the national legislation of the Member States by a single Community legislation, and should do so by taking into account the spirit of the Council Resolution of the 7 May 1985 on a new approach to technical harmonization and standards (1).

rest unchanged

1) see Annex II, second indent of the Council Resolution of 7 May 1985 on a new approach to technical harmonisation and standards

*) full text, see OJ Nr C 95 of 17 April 1990

DRAFT LEGISLATIVE RESOLUTION

(COOPERATION PROCEDURE : first reading)

embodying the opinion of the European Parliament on the proposal from the Commission to the Council for

- II. a Directive on the masses and dimensions of motor vehicles of category M1

The European Parliament,

- having regard to the proposal from the Commission to the Council (COM(89)653 final - SYN 237) ¹,
 - having been consulted by the Council pursuant to Article 100A of the EEC Treaty (doc. C3-71/90),
 - having regard to the second report of the Committee on Economic and Monetary Affairs and Industrial Policy and the opinion of the Committee on Transport and Tourism (doc. A3-220/90),
1. Approves the Commission's proposal subject to Parliament's amendments and in accordance with the vote thereon;
 2. Calls on the Commission to amend its proposal accordingly, pursuant to Article 149(3) of the EEC Treaty;
 3. Calls on the Council to incorporate Parliament's amendments into the common position that it adopts in accordance with Article 149(2(a) of the EEC Treaty;
 4. Instructs its President to forward this opinion to the Council and Commission as well as to the Parliaments of the Member States.

¹ OJ No C 95 of 17 April 1990

III. Proposal for a Council Directive on pneumatic tyres for motor vehicles and their trailers

TEXT PROPOSED BY THE COMMISSION
OF THE EUROPEAN COMMUNITIES (*)

AMENDMENTS PROPOSED BY THE ECONOMIC
AFFAIRS COMMITTEE

citations unchanged

recital 1 unchanged

recital 1a (new)

Amendment No 1

whereas the total method of harmonisation will be essential in order fully to achieve the large market.

recital 1b (new)

Amendment 2

whereas a change such as this should cover the entire EEC type approval procedure with the aim, to replace the national legislation of the Member States by a single Community legislation, and should do so by taking into account the spirit of the Council Resolution of the 7 May 1985 on a new approach to technical harmonization and standards (1).

rest unchanged

1) see Annex II, second indent of the Council Resolution of 7 May 1985 on a new approach to technical harmonisation and standards

*) full text, see OJ Nr C 95 of 17 April 1990

DRAFT LEGISLATIVE RESOLUTION

(COOPERATION PROCEDURE : first reading)

embodying the opinion of the European Parliament on the proposal from the Commission to the Council for

III. a Directive on pneumatic tyres for motor vehicles and their trailers

The European Parliament,

- having regard to the proposal from the Commission to the Council (COM(89)653 final - SYN 238) 1,
 - having been consulted by the Council pursuant to Article 100A of the EEC Treaty (doc. C3-72/90),
 - having regard to the second report of the Committee on Economic and Monetary Affairs and Industrial Policy and the opinion of the Committee on Transport and Tourism (doc. A3-220/90),
1. Approves the Commission's proposal subject to Parliament's amendments and in accordance with the vote thereon;
 2. Calls on the Commission to amend its proposal accordingly, pursuant to Article 149(3) of the EEC Treaty;
 3. Calls on the Council to incorporate Parliament's amendments into the common position that it adopts in accordance with Article 149(2(a) of the EEC Treaty;
 4. Instructs its President to forward this opinion to the Council and Commission as well as to the Parliaments of the Member States.

EXPLANATORY STATEMENT

(common to all three Commission proposals)

Introduction

In 1972 and 1976, the Commission sent to the Council proposals which were not adopted, thereby preventing the full implementation of the EEC type approval procedure for the type of vehicle (category M1).

In view of the wide range of amendments to its initial proposals and to achieve greater legal clarity, the Commission felt it appropriate to replace them by three new proposals. Once adopted, this will set up a full type approval procedure for motor vehicles.

SAFETY GLAZING

The United Nations Economic Commission for Europe adopted in 1981 the regulation No 43 on uniform requirements relating to the component type approval of safety glazing.

It is to be noted that the percentage of laminated-glass windscreens fitted to vehicles moved from 28 % in 1980 to roughly 95 % in 1989. This development was not due to legislation, but to the actual choice of the manufacturers who put laminated-glass windscreens as original equipment into almost all passenger cars, buses and coaches.

TYRES

The Commission based itself for the technical part on the work of the United Nations Economic Commission for Europe (ECE). Ten of the EC Member States are participating in the ECE-harmonization and adopted the relevant Regulation No 30 on "Uniform provisions concerning the approval of vehicles and their trailers with regard to tyres".

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Consequently, the Commission proposals concerning safety glazing and tyres are in line with a wish repeatedly expressed by the Parliament to introduce world standards wherever possible. As far as international trade is concerned this offers an additional advantage for the selling of European cars on the world market at lower costs due to the economies of scale.

WEIGHTS AND DIMENSIONS

The scope of this proposal is restricted to private cars and any other vehicle having at least four wheels for road use designed to carry passengers and comprising no more than 9 seats.

The technical annex lays down the permissible maximum length, width and height.

CONCLUSIONS :

1. With regard to the two proposals on glazing materials and pneumatic tyres, the Committee welcomes that they are in line with the corresponding Regulations of the United Nations Economic Commission for Europe. The adoption of all three proposals is necessary in order to complete the EEC type approval.

Parliament does not possess the technical competence to deal with the technical aspects of the Commission proposals. Therefore, it underlines the importance of the opinion to be delivered by the Economic and Social Committee (CES 467/90) which proposes amendments to all three proposals and their very technical annexes.

As 98 o/o of the European caravan production is fitted with double glazed acrylic windows, which have a high standard of quality and reliability, the directive on safety glazing should exclude caravans and not apply to the back-windows of convertibles or the side windows of cross country vehicles.

2. The amendments 1) and 2) proposed by the Committee on Economic and Monetary Affairs and Industrial Policy take into account, that the guidelines for the new approach to technical harmonization and standards establish the principal, that the legislative harmonization is to be limited to the adoption by means of Directives of the essential safety requirements ².
3. As the Commission intends to put forward relevant proposals to introduce the total method of harmonization, when the framework directive 70/156/EEC is next amended, the principal should be respected, that the task of drawing up the technical specifications is entrusted to organizations competent in the standardization area ³.

² see Council Resolution of 7 May 1985, annex II, first indent

³ see Council Resolution of 7 May 1985, Annex II, second indent

OPINION FOR THE COMMITTEE ON ECONOMIC AND MONETARY
AFFAIRS AND INDUSTRIAL POLICY

FROM THE COMMITTEE ON TOURISM AND TRANSPORT

Letter from the Chairman of the Committee on Transport and Tourism to Mr BEUMER, Chairman of the Committee on Economic and Monetary Affairs and Industrial Policy

Subject: Three proposals for Council directives on safety glazing and glazing materials on motor vehicles and their trailers (Doc. C 3-70/90), on the masses and dimensions of motor vehicles of category M1 (Doc. C 3-71/90), and on pneumatic tyres for motor vehicles and their trailers (Doc. C 3-72/90) - COM(89) 653 final

Dear Mr Beumer,

At its meeting of 28-30 May 1990, the Committee on Transport and Tourism noted that the rules contained in the above proposals for directives are aimed at harmonization of the laws of the Member States, instituting a set of technical standards which will make it possible to introduce EEC-approved types of safety glazing (for both manufacture and installation in vehicles) and pneumatic tyres for motor vehicles and their trailers (for both construction and fitting). The proposals also establish certain values and requirements in respect of the masses and dimensions of motor vehicles of category M1.

The Committee on Transport and Tourism is aware that these directives have been blocked for many years. Their adoption would make it possible to implement the type-approval procedure laid down in Council Directive 70/156/EEC of 6 February 1970 on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers¹, as last supplemented by Directive 87/403/EEC², through the elimination of technical obstacles arising from the existing divergences between national legislations, thus clearing the way for the free movement of vehicles. The creation of common EEC rules indubitably marks a step forward in the process of establishing a single market for motor vehicles.

Given that these proposals are also of importance for the improvement of road transport safety (in this context, the inclusion of laminated glass windows is especially significant), the Committee on Transport and Tourism approves the proposals for directives as a whole.

I therefore ask you to consider this letter as forming the opinion of the Committee on Transport and Tourism³.

Yours sincerely,
(sgd) Rui AMARAL

¹ OJ No. L 42, 23.2.1970, p.1

² OJ No. L 220, 8.8.1987, p.44

³ The following took part in the vote: Beazley, Vice-Chairman, acting Chairman; Braun-Moser (for Bourlanges), Cornelissen (for Romer), Alcazar, Fernex, Joanny, Lüttge, Müller, Visser, von Alemann and Wijsenbeek.