

Road safety: speed limitation devices for commercial motor vehicles (amend. Directive 92/6/EEC)

2001/0135(COD) - 26/06/2002 - Modified legislative proposal

Of the ten amendments adopted by the Parliament, the Commission accepts 2 with some editorial modification, and accepts the principle of three others. It accepts one in part only and rejects the remaining four. The amendments accepted include the possibility for Member States to require a lower limit in the speed limitation device for vehicles in the transport of dangerous goods. On the date of transposition of the directive, the Commission states that this should be the first day of the month following the end of the second year after the directive's entry into force. This provision ensures alignment with other dates. The European Parliament asked for a report from the Commission on Intelligent Speed Management (ISA) and speed limitation devices in 18 months time. The Commission would accept a study in the context of Road Safety towards 2010, but not as a separate report taking into account that in any case 18 months is much too short time for any meaningful evaluation. Therefore, the Commission accepts a new article as follows: "As part of the Road Safety Action Programme for the period 2002-2010, the Commission shall assess the road safety and road traffic implications of adjusting the speed limitation devices used by category M2 vehicles and by category N2 vehicles with a maximum mass of 7.5 tonnes or less to the speed settings laid down by this directive. If necessary, the Commission shall submit appropriate proposals." The Commission will not accept the amendment on time-limited possibilities to overrule the speed limitation device. It considers that a time-limited higher speed is unresolved technologically and would make enforcement more difficult.