

Basic information	
1991/0371(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Two or three-wheels motor vehicles: maximum design speed, torque and net engine Repealed by 2010/0271(COD) Subject 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles	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			
Council of the European Union	Council configuration	Meetings	Date
	General Affairs	1825	1995-01-23
	Economic and Financial Affairs ECOFIN	1781	1994-07-27
	Health	1823	1994-12-22

Key events			
Date	Event	Reference	Summary
26/02/1992	Decision by Parliament, 1st reading	COM(1991)0497 	Summary
26/02/1992	Legislative proposal published	COM(1991)0497 	Summary
06/04/1992	Committee referral announced in Parliament, 1st reading		
16/10/1992	Vote in committee, 1st reading		
26/10/1992	Debate in Parliament		
18/01/1993	Report referred back to committee		
28/01/1993	Vote in committee, 1st reading		
09/02/1993	Debate in Parliament		Summary
28/06/1993	Decision by Parliament, 2nd reading	05639/1/1993	Summary
28/06/1993	Council position published	05639/1/1993	Summary
22/09/1993	Vote in committee, 2nd reading		
26/10/1993	Debate in Parliament		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
12/04/1994	Vote in committee, 2nd reading		
27/04/1994	Vote in committee, 2nd reading		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
13/12/1994	Joint text approved by Conciliation Committee co-chairs	3605/1995	
13/01/1995	Report tabled for plenary, 3rd reading	A4-0006/1995	
18/01/1995	Debate in Parliament		
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
Amendments and repeals	Repealed by 2010/0271(COD)
Legal basis	EC Treaty (before Amsterdam) E 100A
Stage reached in procedure	Procedure completed
Committee dossier	CODE/4/05865 CODE/3/05423 CODE/3/05273

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A3-0312/1992 OJ C 305 23.11.1992, p. 0008	16/10/1992	
Text adopted by Parliament, partial vote at 1st reading /single reading		T3-0575/1992 OJ C 305 23.11.1992, p. 0095-0129	29/10/1992	
Committee report tabled for plenary, 1st reading/single reading		A3-0031/1993 OJ C 072 15.03.1993, p. 0005	28/01/1993	
Text adopted by Parliament, 1st reading/single reading		T3-0099/1993 OJ C 072 15.03.1993, p. 0109-0128	11/02/1993	Summary
Committee recommendation tabled for plenary, 2nd		A3-0269/1993		

reading		OJ C 296 01.11.1993, p. 0005	22/09/1993	
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	Summary
Committee recommendation tabled for plenary, 2nd reading		A3-0009/1994 OJ C 044 14.02.1994, p. 0007	20/12/1993	
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	Summary
Committee recommendation tabled for plenary, 2nd reading		A3-0246/1994 OJ C 128 09.05.1994, p. 0026	12/04/1994	
Committee recommendation tabled for plenary, 2nd reading		A3-0328/1994 OJ C 205 25.07.1994, p. 0008	27/04/1994	
Text adopted by Parliament, 2nd reading		T3-0401/1994 OJ C 205 25.07.1994, p. 0144-0159	04/05/1994	Summary
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	
Text adopted by Parliament, 3rd reading		T4-0005/1995 OJ C 043 20.02.1995, p. 0030-0036	18/01/1995	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	05639/1/1993	28/06/1993	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1991)0497  OJ C 093 13.04.1992, p. 0116	26/02/1992	Summary
Commission communication on Council's position	SEC(1993)1094 	06/07/1993	
Reconsultation	COM(1993)0570 	10/11/1993	
Commission opinion on Parliament's position at 2nd reading	COM(1994)0321 	14/07/1994	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1026/1992 OJ C 313 30.11.1992, p. 0007	23/09/1992	Summary
CSL/EP	Joint text approved by Conciliation Committee co-chairs	3605/1995	13/12/1994	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act	
Directive 1995/0001 OJ L 052 08.03.1995, p. 0001	Summary

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

1991/0371(COD) - 09/02/1994 - Text adopted by Parliament, partial vote at 1st reading/single reading

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

1991/0371(COD) - 18/01/1995 - Text adopted by Parliament, 3rd reading

Parliament approved the joint draft of the conciliation committee.

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

1991/0371(COD) - 02/02/1995 - Final act

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

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

1991/0371(COD) - 11/02/1993 - Text adopted by Parliament, 1st reading/single reading

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

1991/0371(COD) - 26/02/1992 - Legislative proposal

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

1991/0371(COD) - 27/10/1993 - Text adopted by Parliament, partial vote at 1st reading/single reading

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

1991/0371(COD) - 23/09/1992 - Economic and Social Committee: opinion, report

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

1991/0371(COD) - 28/06/1993 - Council position

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

1991/0371(COD) - 04/05/1994 - Text adopted by Parliament, 2nd reading

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.