

Basic information	
<p>1993/0477(SYN)</p> <p>SYN - Cooperation procedure (historic)</p> <p>Transport of dangerous goods by road</p> <p>Repealed by 2006/0278(COD) Amended by 1999/0083(COD)</p> <p>Subject</p> <p>3.20.05 Road transport: passengers and freight 3.70.13 Dangerous substances, toxic and radioactive wastes (storage, transport)</p>	Procedure completed

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	VAN DIJK Nel B.M. (V)	26/07/1994
Council of the European Union	Council configuration	Meetings	Date
	Economic and Financial Affairs ECOFIN	1782	1994-09-19
	Transport, Telecommunications and Energy	1803	1994-11-21
	Transport, Telecommunications and Energy	1768	1994-06-13

Key events			
Date	Event	Reference	Summary
24/11/1993	Legislative proposal published	COM(1993)0548 	Summary
23/03/1994	Committee referral announced in Parliament		
05/04/1994	Vote in committee		Summary
02/05/1994	Debate in Parliament		Summary
02/06/1994	Modified legislative proposal published	COM(1994)0238 	Summary
19/09/1994	Council position published	08361/1994	Summary
28/09/1994	Committee referral announced in Parliament, 2nd reading		
25/10/1994	Vote in committee, 2nd reading		Summary
25/10/1994	Committee recommendation tabled for plenary, 2nd reading	A4-0040/1994	
16/11/1994	Debate in Parliament		

21/11/1994	Act adopted by Council after consultation of Parliament		
21/11/1994	Modified legislative proposal published	COM(1994)0530 	
21/11/1994	End of procedure in Parliament		
12/12/1994	Final act published in Official Journal		

Technical information	
Procedure reference	1993/0477(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Amendments and repeals	Repealed by 2006/0278(COD) Amended by 1999/0083(COD)
Legal basis	EC Treaty (before Amsterdam) E 075
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/05959

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A3-0211/1994 OJ C 128 09.05.1994, p. 0010	05/04/1994	
Text adopted by Parliament, 1st reading/single reading		T3-0377/1994 OJ C 205 25.07.1994, p. 0030-0051	03/05/1994	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0040/1994 OJ C 341 05.12.1994, p. 0005	25/10/1994	
Text adopted by Parliament, 2nd reading		T4-0114/1994 OJ C 341 05.12.1994, p. 0103-0115	17/11/1994	Summary
Council of the EU				
Document type		Reference	Date	Summary
Council position		08361/1994 OJ C 301 27.10.1994, p. 0025	19/09/1994	Summary
European Commission				
Document type		Reference	Date	Summary
Legislative proposal		COM(1993)0548  OJ C 017 20.01.1994, p. 0006	24/11/1993	Summary
		COM(1994)0238		

Modified legislative proposal	 OJ C 192 15.07.1994, p. 0017	02/06/1994	Summary	
Commission communication on Council's position	SEC(1994)1491 	26/09/1994		
Modified legislative proposal	COM(1994)0530 	21/11/1994		
Follow-up document	COM(2002)0358 	03/07/2002	Summary	
Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0560/1994 OJ C 195 18.07.1994, p. 0015	27/04/1994	Summary
EU	Implementing legislative act	32003L0028 OJ L 090 08.04.2003, p. 0045-0046	07/04/2003	Summary

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act
Directive 1994/0055 OJ L 319 12.12.1994, p. 0007 Summary

Transport of dangerous goods by road

1993/0477(SYN) - 27/04/1994 - Economic and Social Committee: opinion, report

Transport of dangerous goods by road

1993/0477(SYN) - 21/11/1994 - Final act

OBJECTIVE: to harmonise the rules applicable to the national and intra-Community carriage of dangerous goods in order to guarantee an acceptable level of safety and create a single market for these transport services in the Community. **COMMUNITY MEASURE:** Directive 94/55/EC on the approximation of the laws of the Member States with regard to the transport of dangerous goods by road. **CONTENT:** this directive transposes into Community law the European agreement on the international carriage of dangerous goods by road (ADR) to which all the Member States (with the exception of Ireland) are contracting parties, and makes provision for the following: . scope: the directive applies to the carriage of dangerous goods by road in the Community; it does not apply to the carriage of dangerous goods by vehicles belonging to or under the responsibility of the armed forces; . a ban on the carriage by road of certain goods listed in the annex (marginalia 2000 - 3999 and marginalia 10000 - 260000 of the ADR) unless certain conditions are complied with (packaging and labelling and design, equipment and state of repair of the vehicle); . a list of derogations, restrictions and exemptions to the application of the directive: * cases in which Member States may maintain their legislation in this sector on a provisional basis: domestic carriage of dangerous goods by vehicles registered on their territory until such time as the annexes to the directive are revised, * cases in which Member States may continue to regulate this sector: . reasons of national security or environmental protection, . highway code for dangerous goods, . quality assurance of companies, . vehicle design, solely for the centre of gravity of tanker lorries until 31 December 1998, . reference temperature for the carriage of liquefied gas suited to the climate zone etc.; * derogation in order to facilitate multimodal transport; * derogation on use

of languages; * derogation for the national carriage of small quantities of certain dangerous goods; * derogation with a view to adapting to technical progress; * derogation for exceptional consignments to be carried by deadlines too short for the annexes to be revised; * derogation until 31 December 1998 for the benefit of certain bilateral or multilateral agreements; . specific provisions relating to vehicles registered in third countries; . a committee made up of representatives of the Member States to advise when the relevant legislation is being drafted; . certificates issued on the basis of Directive 89/684/EEC to be used until 31 December 1996, until 1 July 1997 or until 1 January 2000 at the latest, depending on the type of transport in question. DEADLINE FOR TRANSPOSITION: 1 January 1997.

Transport of dangerous goods by road

1993/0477(SYN) - 03/07/2002 - Follow-up document

The Commission presented a proposal for a Council Decision amending Council Directive 94/55/EC as regards the time-limits within which pressure drums, cylinder racks and tanks for the transport of dangerous goods by road must comply with it. The European standards laying down detailed technical specifications relating to the construction, use and conditions of carriage of pressure drums, cylinder racks and tanks for the transport of dangerous goods by road have not yet been added to Annexes A and B to Directive 94/55/EC since standardisation of the CEN on them is not yet complete. It is therefore necessary to defer the deadlines, fixed in Article 6(4) of Directive 94/55/EC, by which such pressure drums, cylinder racks and tanks must comply with Directive 94/55/EC. Directive 94/55/EC should therefore be amended accordingly. The amendment proposes that each Member State may maintain its national provisions in force on 31 December 1996 relating to the construction, use and conditions of carriage of new pressure drums and cylinder racks within the meaning of the special provision referred to in paragraph 4 of Annex C and new tanks which do not comply with Annexes A and B, until references to standards for the construction and use of tanks, pressure drums and cylinder racks with the same binding force as the provisions of this Directive are added to Annexes A and B and in any event no later than 30 June 2003. Pressure drums, cylinder racks and tanks constructed before 1 July 2003 and other receptacles constructed before 1 July 2001 and maintained to the required safety levels may continue to be used under the original conditions. This Decision shall apply from 1 July 2001.

Transport of dangerous goods by road

1993/0477(SYN) - 03/05/1994 - Text adopted by Parliament, 1st reading/single reading

Adopting the report by Mrs Marguerite-Marie DINGUIRARD (V, F), Parliament highlighted three points: it called for all vehicles carrying hazardous substances on the territory of the Member States to display "HAZCHEM" and "KEMLER" emergency code signs (amendment by Collins, Bowe et al). Parliament called for more suitable environmental measures to be taken in the event of accident, in order to limit the effects on public health and the environment (amendment by Collins, Bowe et al). It is proposed to allow containers and tanks manufactured before 1 January 1996 and maintained at the required level of safety to continue to be used subject to the original conditions (the Commission had proposed 1 July 1999).

Transport of dangerous goods by road

1993/0477(SYN) - 24/11/1993 - Legislative proposal

The purpose of this proposal for a directive was the approximation of the laws of Member States with regard to the transport of dangerous goods by road. It took its inspiration from the European Agreement on the International Carriage of Dangerous Goods by Road (ADR), as recently amended, and whose signatories included all the Member States except Ireland. This prohibited the carriage of certain types of goods, categories 2000-3999 and 10000-260000 in the ADR Agreement, unless a number of conditions relating to packaging and the construction and equipment of the vehicle were met or Member States had granted exemptions for carriage within their national territory. Member States would still be able to apply stricter conditions within their own territory. For non-prohibited goods, the proposal sought to encourage multimodal transport, acknowledging the safety constraints inherent in transporting dangerous goods by sea and air. There would be permanent exemption for the use of vehicles, containers, tankers and re-usable, durable packagings manufactured prior to the future directive, in accordance with the national rules then in force, and exemption up to 31 December 1998 for the manufacture of these items.

Transport of dangerous goods by road

1993/0477(SYN) - 02/06/1994 - Modified legislative proposal

The Commission has incorporated two amendments by the European Parliament: - the amendment limiting the derogation concerning the use of non-certified packaging on national territory; - the amendment excluding small quantities of substances or products which are moderately or highly radioactive from the derogation.

Transport of dangerous goods by road

1993/0477(SYN) - 07/04/2003 - Implementing legislative act

COMMUNITY MEASURE : Commission Directive 2003/28/EC adapting for the fourth time to technical progress Council Directive 94/55/EC on the approximation of the laws of the Member States with regard to the transport of dangerous goods by road. CONTENT : Annexes A and B to Directive 94/55/EC refer to Annexes A and B to the European Agreement concerning the international carriage of dangerous goods by road, generally known as

the ADR, as applicable with effect from 1 July 2001. The ADR is updated every two years. Consequently, the amended version will be in force with effect from 1 January 2003, with a transitional period up to 30 June 2003. Annex C contains references to marginals which must become points. It is therefore necessary to amend the Annexes to Directive 94/55/EC. ENTRY INTO FORCE : 9 April 2003. TRANSPOSITION : 1 July 2003.

Transport of dangerous goods by road

1993/0477(SYN) - 19/09/1994 - Council position

The common position incorporates three amendments by the European Parliament: - restricting the derogation for non-certified packaging to "domestic" carriage, i.e. carriage on the territory of a Member State; - excluding small quantities of moderately or highly radioactive substances or products from the derogation; - allowing Member States not just to continue to apply stricter provisions but also to introduce new provisions governing carriage using vehicles registered in their territory, with the exception of requirements relating to their manufacture. The common position departs from the initial proposal in that it: - changes the date of entry into force of the directive (1 January 1997); - deletes the exclusion of postal consignments from the scope of the directive; - maintains national legislation as regards the highway code for dangerous goods; - includes the concept of loading and unloading in the definition of "carriage", as covered by the annexes to the directive; - allows Member States to maintain their national legislation in specific cases as regards: . the quality assurance certification of enterprises for very dangerous goods, . vehicle design, solely for the centre of gravity of tanker lorries until 31 December 1998, . the obligation to use certain routes for very dangerous goods, . the reference temperature for the carriage of liquefied gas suited to the climate zone; - includes a provision on emergency measures which a Member State may take in the event of an accident; - allows goods classed, packaged and labelled in accordance with national legislation in force before the date of transposition into national law to be carried between the date on which the directive enters into force and 31 December 1998; - allows multilateral agreements to be concluded, provided that safety is not compromised.

Transport of dangerous goods by road

1993/0477(SYN) - 13/06/1994

Transport of dangerous goods by road

1993/0477(SYN) - 17/11/1994 - Text adopted by Parliament, 2nd reading

Parliament amended the Council common position with an amendment seeking to authorise the Member States to allow wooden barrels with a capacity of over 250 litres not certified as ADR compliant, to transport alcoholic beverages over 24% and under 70% proof on their territory. The amendment was rejected by the Commission.