Basic information

1997/0348(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Noise emitted by pneumatic tyres of motor vehicles and trailers **Subject** 2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.70.07 Noise pollution	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
DELE EP Delegation to Conciliation Committee	DE ROO Alexander (V/ALE)	25/10/2000

Former committee responsible	Former rapporteur	Appointed
ENVI Environment, Public Health, Consumer Policy	DE ROO Alexander (V/ALE)	24/05/2000
ENVI Environment, Public Health and Consumer Protection		

Former committee for opinion	Former rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Economic and Financial Affairs ECOFIN	2326	2001-01-19
Competitiveness (Internal Market, Industry, Research and Space)	2130	1998-11-09
Consumers	2255	2000-04-13
Health	2354	2001-06-05

European Commission

Commission DG	Commissioner
Internal Market, Industry, Entrepreneurship and SMEs	

Key events

Date	Event	Reference	Summary
10/12/1997	Legislative proposal published	COM(1997)0680	Summary
12/01/1998	Committee referral announced in Parliament, 1st reading		
04/02/1998	Vote in committee, 1st reading		
09/11/1998	Debate in Council		
13/04/2000	Council position published	05347/1/2000	Summary
18/05/2000	Committee referral announced in Parliament, 2nd reading		
29/08/2000	Vote in committee, 2nd reading		Summary
29/08/2000	Committee recommendation tabled for plenary, 2nd reading	A5-0218/2000	
06/09/2000	Debate in Parliament		
07/09/2000	Decision by Parliament, 2nd reading	T5-0371/2000	Summary
19/01/2001	Parliament's amendments rejected by Council		
27/02/2001	Formal meeting of Conciliation Committee		
21/03/2001	Final decision by Conciliation Committee		Summary
23/04/2001	Joint text approved by Conciliation Committee co-chairs	3623/2001	
17/05/2001	Report tabled for plenary, 3rd reading	A5-0178/2001	
30/05/2001	Debate in Parliament		
31/05/2001	Decision by Parliament, 3rd reading	T5-0300/2001	Summary
05/06/2001	Decision by Council, 3rd reading		
27/06/2001	Final act signed		
27/06/2001	End of procedure in Parliament		
04/08/2001	Final act published in Official Journal		

Technical information

Procedure reference	1997/0348(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (after Amsterdam) EC 095 Rules of Procedure EP 52-p1
Stage reached in procedure	Procedure completed
Committee dossier	CODE/5/13927

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		T4-0070/1998 OJ C 080 16.03.1998, p. 0081-0090	18/02/1998	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0218/2000 OJ C 135 07.05.2001, p. 0013	29/08/2000	
Text adopted by Parliament, 2nd reading		T5-0371/2000 OJ C 135 07.05.2001, p. 0197-0254	07/09/2000	Summary
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		A5-0178/2001	17/05/2001	
Text adopted by Parliament, 3rd reading		T5-0300/2001 OJ C 047 21.02.2002, p. 0015-0107 E	31/05/2001	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	05347/1/2000 OJ C 195 11.07.2000, p. 0016	13/04/2000	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1997)0680  OJ C 030 28.01.1998, p. 0008	10/12/1997	Summary
Commission communication on Council's position	SEC(2000)0807 	11/05/2000	Summary
Commission opinion on Parliament's position at 2nd reading	COM(2000)0744 	30/11/2000	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0791/1998 OJ C 235 27.07.1998, p. 0024	27/05/1998	
CSL/EP	Joint text approved by Conciliation Committee co-chairs	3623/2001	23/04/2001	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Directive 2001/0043
OJ L 211 04.08.2001, p. 0025 Summary

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 11/05/2000 - Commission communication on Council's position

This proposal for a Directive seeks to limit the noise generated by the contact between types in motion and road surfaces. In conjunction with the action already taken in order to curtail noise emissions from the mechanical part of the vehicles, the new measures will help to reduce noise emissions caused by road traffic, without thereby diminishing road safety and without unduly dusrupting the tyre market. The proposal is a follow-up to the provisions of Article 4(2) of Directive 92/97/EEC amending Directive 70/157/EEC relating to the permissible sound level and the exhaust system of motor vehicles. The Council's common position involves no changes of substance to the Commission's initial proposal, except as regards Article 3. Since the Council has adopted the common position unanimously, the Commission can at this stage only take note of the common position.

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 18/02/1998 - Text adopted by Parliament, 1st reading/single reading

The European Parliament approved the proposal (procedure without report).

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 27/06/2001 - Final act

PURPOSE: to limit the noise arising from contact between tyres and road surfaces which is not covered under Directive 92/23/EEC. COMMUNITY MEASURE: Directive 2001/43/EC of the European Parliament and the Council of Ministers amending Council Directive 92/23/EEC relating to tyres for motor vehicles and their trailers and to their fitting. CONTENT : the Directive covers a number of aspects (values in decibels, width of tyres, old and new tyres, safety tests). As far as indicative reductions planned are concerned, the definitive figures will be the function of the amendment of the Directive that the Commission is invited to present in the 12 months that follow the report that it will prepare (within 36 months after the date of the implementation of the Directive) to examine the degree to which technical progress would permit the imposition of new limit values without putting safety at risk. The amended Directive will introduce new provisions woncerning safety, environmental aspects and endurance. ENTRY INTO FORCE: 04/08/2001

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 07/09/2000 - Text adopted by Parliament, 2nd reading

In approving the report drafted by Mr Alexander de ROO (Greens/EFA, Nl), the European Parliament adopted the common position adopted by the Council. Although the Parliament adopted this text it was, however, subject to amendments which relate in particular to : a) testing the types of tyre: - as from 1 October 2003 the type testing of the types of tyres which fall within the scope of this Directive shall include tests rolling resistance, and from that date tyres shall be required to comply with set rolling coefficients; - as from 1 October 2003 the type testing of tyres which fall within the scope of this Directive shall include grip tests; - as from 1 October 2005 these provisions shall apply to all tyres which fall within the scope of this Directive. Furthermore, the Commission shall submit to the European Parliament and to the Council within 12 months of the entry into force of this Directive a proposal for a supplement to this Directive. The proposal shall contain provisions governing the testing of rolling resistance and setting limit values for rolling resistance and provisions governing grip testing. The Commission shall submit to the European Parliament and the Council within 30 months of the entry into force of this Directive a proposal for a further reduction of limit values for tyre-road noise emission applicable to tyres. Moreover, the Parliament has reduced the limit values (dB(A)) as such: - C 1a 70 - C 1b 71 - C 1c 72 - C 1d 73 - C 1e 74.

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 31/05/2001 - Text adopted by Parliament, 3rd reading

The European Parliament approved the resolution by Mr Alexander de ROO (Greens/EFA, NL) on the joint text approved by the Conciliation Committee regarding technical specifications of tyres. Although the agreement falls short of demands made by Parliament at second reading relating to noise limits, it does provide for a reduction of 1 db in noise limit values. (Please refer to the previous text).

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 10/12/1997 - Legislative proposal

OBJECTIVE: the proposal for a directive seeks to limit the noise arising from contact between tyres and road surfaces. CONTENT: the proposed measures are based on a study undertaken at the Commission's request and follow on from Directive 92/97/EEC - amending Directive 70/157/CEE on the admissible noise level and on the exhaust systems of motor vehicles - which provides for subsequent measures aimed at reconciling safety requirements with the need to limit the noise arising from contact between tyres and road surfaces. As regards limit values for rolling noise, the proposal has retained the values based on the nominal rim size for tyres designed to be fitted to passenger cars (limit values ranging from 72 to 76 dB) and the category of use for tyres intended for commercial vehicles (limit values ranging from 75 to 79 dB). The proposal mainly provides that the requirements of new Annex V relating to rolling noise do not apply to tyres intended to be fitted to vehicles registered for the first time before 1 October 1980. It further provides for: - a date (1 October 2001) from which the requirements of the directive shall enter into force, both for category M1 vehicles and their tyres and for vehicles within categories other than M1 and their tyres: in the first case the requirements of the directive shall be applicable in an inclusive system of harmonisation, and in the second case in an optional system of harmonisation (national approval is still possible); - a date (1 October 2005) from which replacement tyres which have already been approved prior to the date of entry into force of the new directive, shall be required to comply with the said directive.

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 30/11/2000 - Commission opinion on Parliament's position at 2nd reading

The Commission is of the opinion that the two amendments proposed by the European Parliament at second reading cannot be accepted. These amendments relate in particular to: - the subsequent introduction of requirements regarding grip and rolling resistance and new, more severe requirements regarding rolling noise. This amendment currently sets an application date of 1 October 2003 for requirements regarding grip and rolling resistance. In addition, this amendment asks the Commission to propose to Parliament and the Council within a very short period (12 and 30 months after coming into force) the inclusion of these requirements on grip and rolling resistance and new requirements regarding rolling noise. The Commission considers that these deadlines are too short to allow threshold values to be set in these areas and that this subject of road safety is so important that reliable verification is necessary; - the aim to reduce the admissible thresholds by 2 decibels for all tyre classes intended for private cars. It should be noted that the quality of the road surfacing is very largely responsible (for up to 6 decibels) for the noise generated when the tyre is in contact with it. The Commission is in the middle of a programme which was launched two years ago and will be the subject of a communication on the combating of different noise sources, covering all the EU's sectors of activities and especially that of transport. The Commission considers that whilst requirements regarding tyre grip on dry and wet surfaces are not included in the current directive together with thresholds for rolling noise, there would be risks in reducing the latter. Therefore, the Commission has decided that these amendments cannot be accepted and therefore it is not amending its proposal.

Noise emitted by pneumatic tyres of motor vehicles and trailers

1997/0348(COD) - 13/04/2000 - Council position

The common position of the Council with a view to the adoption of a Directive of the EP and of the Council amending Council Directive 92/23/EEC relating to tyres for motor vehicles and to their fitting, introduced the following changes: -the definition of 'tyre' was modified to include a provision for winter tyres with holes for studs. Also, it is proposed that the requirements set out in Annex V shall apply to tyres intended to be fitted to vehicles first used on or after 1 October 1980. It was also decided that very large tyres should be exempted from the noise requirements set out in Annex V. -The transposition and application dates have been slightly modified to allow time for administrative and technical procedures to be completed; -To ensure continued improvements in the field of tyre safety, the Council calls on the Commission to amend Directive 92/23/EEC in order to introduce grip tests for tyres; -The Commission is also called upon to submit further proposals for measures in the field of motor vehicle regulations, so as to revise the provisions in Directive 92/23/EEC in a direction conducive to improved safety, environmental protection and energy saving; -Recognising that not all type approval authorities in the Member States have the requisite testing facilities at present, the Council decided that until 31 December 2005, manufacturers' laboratories may be accepted as approved test laboratories persuant to Article 14(1)(i) of Directive 70/156/EEC; -The Council has also introduced amendments in which the technical provisions are made more precise and the specific competence of the type approval authority is defined more clearly; -As regards Annex V, in order to improve further the test method for tyre-road sound levels, the Council introduced technical amendments that render the test specifications more precise and which thus provide for more reliable results; -A new Appendix was added laying out the information to be included in the test report; -A new Annex was added describing the physical characteristics and layout of the test track, based on ISO standards; - In conclusion, in keeping with the above objective, the Council has endeavoured to endorse, clarify and strengthen the provisions, particularly with a view to maximising their rigour and technical precision, so as to reduce noise caused by road traffic.