



EUROPEAN PARLIAMENT

2014 - 2019

Committee on Transport and Tourism

2013/0105(COD)

4.2.2015

AMENDMENTS

2 - 10

Draft recommendation for second reading

Jörg Leichtfried

(PE544.397v01-00)

on the Council position at first reading with a view to the adoption of a directive of the European Parliament and of the Council on the proposal for a Directive amending Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic

Council position at first reading

(14074/2014 – C8-0294/2014 – 2013/0105(COD))

AM_Com_LegRecomm

Amendment 2
Mara Bizzotto

Proposal for a directive
Recital 1

Council position

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs **and** to facilitate intermodal transport operations, **while ensuring** undistorted competition **and** protecting the road infrastructure, must be emphasised.

Amendment

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs **without creating unjustified burdens for businesses**, to facilitate intermodal transport operations, **and to ensure both the elimination of all forms of social dumping and** undistorted competition protecting the road infrastructure, must be emphasised.

Or. it

Amendment 3
Peter Lundgren

Proposal for a directive
Recital 1

Council position

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs and to facilitate intermodal transport operations, while ensuring undistorted competition and protecting the road infrastructure, must be emphasised.

Amendment

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs and to facilitate intermodal transport operations, while ensuring undistorted competition, **something Regulation (EC) No 1072/2009 has failed to do**, and protecting the road infrastructure, must be emphasised.

Or. en

Amendment 4
Marie-Christine Arnautu

Proposal for a directive
Recital 1

Council position

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs and to facilitate intermodal transport operations, while ***ensuring undistorted competition*** and protecting the road infrastructure, must be emphasised.

Amendment

(1) The need to reduce greenhouse gas emissions, particularly carbon dioxide (CO₂) emissions, to improve road safety, to adapt the relevant legislation to technological developments and changing market needs and to facilitate intermodal transport operations, while ***protecting enterprises and employees*** and protecting the road infrastructure, must be emphasised.

Or. fr

Amendment 5
Marie-Christine Arnautu

Proposal for a directive
Recital 11 a (new)

Council position

Amendment

(11a) Infringements in relation to overloaded vehicles need to be suitably addressed by Member States, to ensure road safety.

Or. fr

Amendment 6
Peter Lundgren

Proposal for a directive
Recital 12

Council position

(12) In order to ensure undistorted competition between operators and to improve the detection of infringements, Member States should, by ...⁶, take specific measures to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the relevant weight limits and should therefore be checked. Such identification may be carried out by means of weighing mechanisms built into the road infrastructure, or by means of on-board sensors in vehicles that communicate data remotely to the relevant authorities. Every year each Member State should perform an appropriate number of vehicle weight checks. The number of such checks **should** be proportionate to the total number of vehicles inspected each year in the Member State concerned.

⁶ + OJ: Please, insert the date: six years from the entry into force of this amending Directive.

Amendment

(12) In order to ensure undistorted competition between operators and to improve the detection of infringements, Member States should, by ...⁶, take specific measures to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the relevant weight limits and should therefore be checked. Such identification may be carried out by means of weighing mechanisms built into the road infrastructure, or by means of on-board sensors in vehicles that communicate data remotely to the relevant authorities. ***Such on-board data shall be made available also to the driver.*** Every year each Member State should perform an appropriate number of vehicle weight checks. The number of such checks **shall** be proportionate to the total number of vehicles inspected each year in the Member State concerned.

⁶ + OJ: Please, insert the date: six years from the entry into force of this amending Directive.

Or. en

Amendment 7 **Marie-Christine Arnautu**

Proposal for a directive **Recital 12**

Council position

(12) In order to ***ensure undistorted competition between operators and to*** improve the detection of infringements, Member States should, by ...⁶, take specific measures to identify vehicles or vehicle combinations in circulation that are

Amendment

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^{6 +} OJ: Please, insert the date: six years from the entry into force of this amending Directive.

therefore be checked. Such identification may be carried out by means of weighing mechanisms built into the road infrastructure, or by means of on-board sensors in vehicles that communicate data remotely to the relevant authorities. ***Such on-board data should be made available also to the driver.*** Every year each Member State should perform an appropriate number of vehicle weight checks. The number of such checks should be proportionate to the total number of vehicles inspected each year in the Member State concerned.

^{6 +} OJ: Please, insert the date: six years from the entry into force of this amending Directive.

Or. fr

Amendment 8

Peter Lundgren

Proposal for a directive

Recital 13

Council position

(13) In order to ensure compliance with this Directive, Member States should lay down rules on penalties for infringements of this Directive and should ensure their implementation. Those penalties should be effective, non-discriminatory, proportionate and dissuasive.

Amendment

(13) In order to ensure compliance with this Directive, Member States should lay down rules on penalties for infringements of this Directive and should ensure their implementation. Those penalties should be effective, non-discriminatory, proportionate and dissuasive. ***Penalties should, if practically possible, be paid on the spot.***

Or. en

Amendment 9

Peter Lundgren

Proposal for a directive
Recital 17

Council position

(17) The Commission ***should*** not adopt implementing acts relating to the operational requirements regarding the use of aerodynamic devices or detailed specifications on on-board weighing equipment where the committee established pursuant to this Directive delivers no opinion on the draft implementing act presented by the Commission.

Amendment

(17) The Commission ***shall*** not adopt implementing acts relating to the operational requirements regarding the use of aerodynamic devices or detailed specifications on on-board weighing equipment where the committee established pursuant to this Directive delivers no opinion on the draft implementing act presented by the Commission.

Or. en

Amendment 10
Peter Lundgren

Proposal for a directive
Article 1 – paragraph 1 – point 6
Directive 96/53/EC
Article 8b – paragraph 2a (new)

Council position

Amendment

2a. The devices referred to in paragraph 1 shall meet the following operational conditions:

(a) in circumstances where the safety of other road users or of the driver is at risk, those devices shall be folded, retracted or removed by the driver;

(b) their use on urban and inter urban road infrastructures shall take into account the special characteristics of areas where the allowed maximum speed limit does not exceed 50 km/h and where more vulnerable road users are more likely to be present; and

(c) the use of those devices shall be compatible with intermodal transport

operations. In particular, when retracted or folded, those devices shall not increase the maximum authorised length by more than 20 cm.

(d) the devices should be safe and practical for the driver.

Or. en