



European Commission

Directorate-General for Energy and Transport



Croatia - Turkey



SCREENING LAND TRANSPORT ROAD

Charles SURMONT

DG TREN E3

Road Safety Unit

charles.surmont@cec.eu.int



ISSUES

- Tyres
- Speed Limitation Devices
- Maximum authorised Weights and Dimensions
- Roadworthiness Tests
- Technical Roadside Inspection
- Registration Documents for Vehicles



European Commission

Directorate-General for Energy and Transport

**Council Directive 89/459/EEC
of 18 July 1989
on the approximation of the laws
relating to the tread depth of tyres
of certain categories of motor vehicles
and their trailers**



European Commission

Directorate-General for Energy and Transport

DIRECTIVE 89/459/EEC

Scope

Vehicle categories M1, N1, O1 and O2

Minimum tread depth in the main grooves: 1,6mm.



European Commission

Directorate-General for Energy and Transport

**Council Directive 92/6/EEC on the
installation and use of
speed limitation devices for certain
categories of motor vehicles
amended by
EP and Council Directive 2002/85/EC**



Aims: To increase road safety and environmental protection by limiting the speed of heavy goods vehicles and buses



Scope: Categories M2, M3, N2 and N3 vehicles have to be fitted with speed limitation devices

- * M2 = carriage of passengers; > 1+8 seats, maximum mass ≤ 5 tons
- * M3 = carriage of passengers; > 1+8 seats, maximum mass > 5 tons
- * N2 = carriage of goods; $3,5 \text{ tons} < \text{maximum mass} \leq 12 \text{ tons}$
- * N3 = carriage of goods; maximum mass $> 12 \text{ tons}$



M2, M3, N2 and N3 vehicles may be used on the roads only if speed limitation devices are installed in such a way that their speed can't exceed

- **M2, M3 vehicles:** max. 100 km/h
- **N2, N3 vehicles:** max. 90 km/h (Member States may set lower speed limit for dangerous goods transports)



Deadlines:

- M3 (>10 t) and N3: since 1994 (exemption for vehicles registered before 1 January 1988)
 - M2, M3 (≤ 10 t) and N2:
 - 1.1.2005 for vehicles registered as from 1.1.2005;
 - vehicles complying with limit values Dir. 88/77/EEC registered between 1.1.2001 and 1.1.2005:
 - from 1.1.2006 (if national and international transport)
 - from 1.1.2007 (national transport); extendable to 1.1.2008 for M2 and N2 < 7,5 tons
-



European Commission

Directorate-General for Energy and Transport

**Council Directive 96/53/EC on the
maximum authorised
weights and dimensions
amended by
Directive 2002/7/EC**



DIRECTIVE 96/53/EC

Scope

Vehicle categories M2 , M3 &
N2, N3 and their trailers

- * M2 = Passengers; > 1+8 seats; ≤ 5 tons
- * M3 = Passengers; > 1+8 seats; > 5 tons
- * N2 = Goods; 3,5 tons < maximum mass ≤ 12 tons
- * N3 = Goods; > 12 tons



DIMENSIONS

Length

- | | |
|-----------------------|-------------------|
| * Motor vehicle | 12,00 m |
| * Trailer | 12,00 m |
| * Articulated vehicle | 16,50 m |
| * Road train | 18,75 m |
| * Articulated bus | 18,00 m (amended) |

Width

- | |
|-----------------------|
| 2,55 m (all vehicles) |
| 2,60 m (conditioned) |

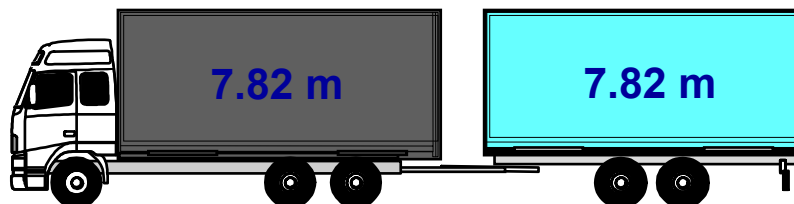
Height

- | |
|--------|
| 4,00 m |
|--------|



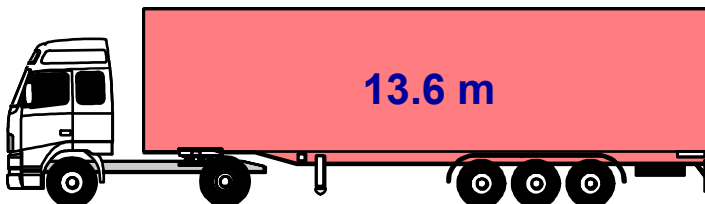
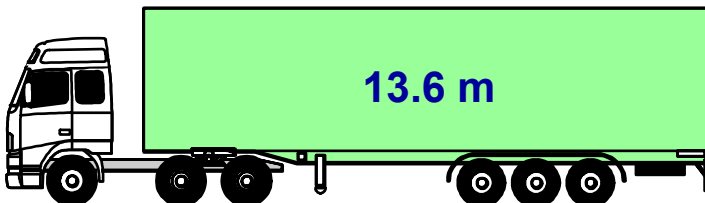
DIMENSIONS

Max.
18.75 m



Legal in EU

Max.
16.50 m





DIMENSIONS

“Grandfathers’ Rights” –

Transitory period, during which Member States could allow the circulation of vehicles used for the carriage of goods and registered before 17 September 1997 with dimensions exceeding those laid down in the directive, ends 31 December 2006.

45' containers not allowed as such on EU roads as of 1 January 2007.



European Commission

Directorate-General for Energy and Transport

DIRECTIVE 2002/7/EC

Scope

* Articulated bus	18,75 m (previously 18,00m)
* Bus with two axles	13,50 m
* Bus with more than two axles	15,00 m
* Bus + trailer	18,75 m



WEIGHTS

Mentioned weights are circulation standards, i.e. laden conditions

- * “maximum authorised weight”: maximum weight for use of a laden vehicle in international traffic;
- * “maximum authorised axle weight”: maximum weight in international traffic of a laden axle or group of axles.



WEIGHTS

Vehicle weight

- | | |
|--|---------------------|
| * Two-axle motor vehicle | 18 tonnes |
| * Three-axle motor vehicle | 25 tonnes/26 tonnes |
| * Vehicle combinations (≥ 5 axles) | 40 tonnes/44 tonnes |
| * Vehicle combinations (< 5 axles) | 36 tonnes |

Axle weight

- | | |
|---------------------------|-------------|
| * Single non-driving axle | 10 tonnes |
| * Driving axle | 11,5 tonnes |



DIRECTIVE 96/53/EC

- Compliant vehicles free to circulate in international traffic (can not be prohibited).
- In national traffic, compliant vehicles can be prohibited for weight reasons (in a non discriminatory way).



European Commission

Directorate-General for Energy and Transport

DIRECTIVE 96/53/EC

- Member States may limit the weight and/or dimensions of vehicles on certain roads or civil engineering structures (in a non discriminatory way).



- In national traffic, Member States may allow vehicles or vehicle combinations exceeding
 - 4,00 m height,
 - maximum authorised vehicle weight,
 - maximum authorised axle weight.



European Commission

Directorate-General for Energy and Transport

- Abnormal transports only allowed for carrying indivisible loads on the basis of special permits issued without discrimination.



- Member States may allow vehicles or vehicle combinations used for goods transport exceeding the maximum authorised dimensions for certain national transport operations that do not significantly affect international competition.



European Commission

Directorate-General for Energy and Transport

**Council Directive 96/96/EC on
roadworthiness tests
for motor vehicles and their trailers
amended by
Directives 1999/52/EC, 2001/9/EC,
2001/11/EC, 2003/27/EC**



SCOPE

Each Member State shall organise periodic roadworthiness tests for motor vehicles registered in that State (and their trailers and semi-trailers).

Annexes I and II of the Directive define:

- the categories of vehicles and items to be tested;
- the frequency of roadworthiness tests.



Minimum frequency of roadworthiness inspection tests

- Heavy commercial vehicle (+ taxis and ambulances): once per year;
- Light goods vehicles and passenger cars: minimum every two years once the vehicle is four years old (most Member States have higher frequencies)



WHO?

The roadworthiness tests shall be carried out by the State, or by a public body entrusted by the State or by bodies or establishments designated and directly supervised by the State, including duly authorised private bodies.



Mutual Recognition

Each Member State shall recognise the proof issued in another Member State showing that a motor vehicle registered on the territory of that other State, together with its trailer or semi-trailer, have passed a roadworthiness test complying with at least the provisions of this Directive.



European Commission

Directorate-General for Energy and Transport

EP and Council Directive 2000/30/EC on the technical roadside inspection of commercial vehicles roadworthiness

Adapted to technical progress by
Commission Directive 2003/26/EC as regards speed limiters and
exhaust emissions of commercial vehicles



DEFINITION

Technical roadside inspection: inspection not announced by the authorities and therefore unexpected, carried out on the public highway by the authorities or under their supervision.



European Commission

Directorate-General for Energy and Transport

AIM

Improve road safety and environment by ensuring that, between TPIS, commercial vehicles circulating within EU territory comply with certain technical conditions of Directive 96/96/EC.



HOW?

Technical roadside inspection shall be carried out **without discrimination** on grounds of the nationality of the driver or of the country of registration or entry into service of the commercial vehicle, bearing in mind the need to **minimise the costs and delays** entailed for drivers and operators.



WHAT?

One, two or all of the following aspects:

- (a) a visual assessment of the maintenance condition of the commercial vehicle when stationary;
- (b) a check on a recent roadside technical inspection report or on the documentation attesting to the vehicle's technical roadworthiness;
- (c) an inspection for irregularities covering one, more than one or all of the items listed in Annex I.



Report of inspection for irregularities

The authority or inspector having carried out the inspection has to draw up a Technical Roadside Inspection report .

The report must be given to the driver of the commercial vehicle.



Collaboration between Member States

- MS shall provide each other with details of the office(s) responsible for carrying out the checks and of the names of contact persons.
- Serious deficiencies in a commercial vehicle belonging to a non-resident, in particular those resulting in a ban on using the vehicle, shall be reported to the competent authorities of the Member State in which the vehicle is registered or has been put into service.



European Commission

Directorate-General for Energy and Transport

**Council Directive 1999/37/EC relative to
Vehicle Registration Documents
amended by
Directives 2003/127/EC**



European Commission

Directorate-General for Energy and Transport

Council Directive 1999/37/EC

Scope: Applies to all vehicles and trailers subject to registration under national legislation

Aim: harmonisation of certain codes and contents



Mutual recognition

- A registration certificate issued by a Member State shall be recognised by the other Member States for the identification of the vehicle in international traffic or for its re-registration in another Member State



European Commission

Directorate-General for Energy and Transport

Amendments by Dir. 2003/127/EC

Significance: Member States may choose from now on between paper documents and smart cards