

Communication (Resolution RE.3)

The text reproduced below has been prepared by the expert from the European Commission in order to inform GRSG about future changes to be made by the EU to its legislation on type-approval.

A. GENERAL

1. The European Commission is pleased to inform GRSG that the draft Regulation on a new Annex II to Framework Directive 2007/46/EC is entering its final adoption phase.
2. Annex II is an essential constituent part of the EU legislation on type-approval. It governs actually the practical operation of the EU type-approval system because it contains all the definitions and criteria necessary therefor.
3. Given the technical evolution achieved in the recent years in the construction of vehicles, the update of the definitions and criteria used for implementing the EU type-approval of commercial vehicles had become inevitable.
4. An in-depth reflection has been conducted in order to rationalise the basics and to simplify a number of requirements with a view to making it easier for manufacturers and approval authorities the granting of EU vehicle type-approvals.
5. The draft Regulation has been developed by a working party chaired by the Commission with the participation of the industry and some NGO's. A broad consensus has been reached within the working party.
6. Among the noteworthy changes, the following points have to be highlighted:

(a) Definition of "vehicle type"

Objective and non-arbitrary criteria have been set out in order to make clear when a new model becomes a new vehicle type. These changes are particularly important as regards the implementation of new Regulations.

(b) Criteria for the categorisation of vehicles

Appropriate criteria will allow a systematic distinction be made between vehicles primarily designed for the transport of persons and vehicles intended for the transport of goods. While in many cases the distinction is easy, it is not the case for vehicles intended for mixed transport.

In particular, mathematical and geometrical criteria have been set out in order to make easier the split between passenger cars and light commercial vehicles for which the interior and body arrangements can look very similar. This is essential in order to prevent that vehicles designed primarily to transport persons might be registered as light commercial vehicles and would introduce significant errors in the monitoring of CO₂. An assessment of the relevance of the proposed criteria has been carried out on the basis of a sampling of models already on the market.

(c) Codification of bodyworks

At the request of several Member States of the EU, codes have been defined in order to avoid ambiguous identification of the main kinds of bodywork in use in the construction of vehicles. Therefore, the use of the EU certificates of conformity will be greatly facilitated for the vehicle registration purposes.

(d) New vehicle concepts

New definitions and criteria for EU type-approval of new concepts of vehicles have been introduced: dollies, rigid drawbar trailers and modular assemblies for exceptional transport.

(e) Reference to EN Standards for ambulances

References to EN standards have been introduced for ambulances in order to harmonise the technical rules for the construction of the cell dedicated to patients.

(f) Off-road vehicles

A set of consistent parameters has been decided for off-road vehicles as was not always clear which design features have to be applied for off-road vehicles belonging to certain vehicle categories.

B. STATUS OF THE PROPOSAL

7. On 8 February 2011, the Technical Committee-Motor Vehicle (in short 'TCMV') has given a positive opinion on the draft Regulation. Then it has been forwarded to the European Parliament and to the Council for further consideration. The deadline for examination by the European institutions has been set to 3 June 2011.

8. Formal adoption by the Commission and publication by OPOCE are expected for mid-June.

C. NEXT STEPS

9. The Commission feels useful to propose some amendments to RE.3 in order to align some definitions with the requirements laid down in Annex II to Framework Directive 2007/46/EC.

The Commission would first wait until the European Parliament and the Council give their consent before any proposal would be tabled.

D. AVAILABILITY

10. The draft regulation can be consulted on the web-site of Unit D5 – Automotive Industry – at the following address:

http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index_en.htm
