



EUROPEAN PARLIAMENT

2009 - 2014

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*Committee on Transport and Tourism*

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**2010/0271(COD)**

27.5.2011

## **OPINION**

of the Committee on Transport and Tourism

for the Committee on the Internal Market and Consumer Protection

on the proposal for a regulation of the European Parliament and of the Council  
on the approval and market surveillance of two- or three-wheel vehicles and  
quadricycles  
(COM(2010)0542) – C7-0317/2010 – 2010/0271(COD))

Rapporteur: Roberts Zīle

PA\_Legam

## SHORT JUSTIFICATION

### 1. Introduction

Type-approval requirements for new, L-category vehicles are currently set out in Framework Directive 2002/24/EC and 14 other Directives referring to it. A wide range of vehicles fall under the 'L-category': electrical bicycles, mopeds, two- or three-wheel motorcycles, quads and mini-cars. The Commission aims to modernize the current legal framework in order to achieve the following main objectives:

- **Simplification of the legal framework.** Directive 2002/24/EC and the 14 related directives would be repealed and replaced by the proposed Regulation laying down the fundamental provisions and scope. All detailed technical requirements would be defined at a later stage in delegated acts. Furthermore, the Commission wants to move towards international harmonisation.
- **Emission reduction:** The Commission proposes a three step approach introducing each time more severe emission limits for L-category vehicles.
- **Improving road safety.** Three key functional safety requirements are proposed in order to tackle the bad road safety performance of L-category vehicles: mandatory anti-lock braking systems for medium and high performance motorcycles, powertrain tampering prevention and the automatic headlamp-on feature.
- **Taking better account of new technologies** by addressing the lack of a legal framework covering, for example, electric or hybrid propelled vehicles.
- **Improving market surveillance** in order to avoid the entry of vehicles, systems, components which do not comply with the type-approval requirements into the EU market.

### 2. Transport dimension of the proposal:

#### 2.1 Road safety:

Currently approximately 6,000 riders of PTWs ('powered two-wheelers') die every year on EU roads. The PTW riders represent around 16% of the total number of road deaths in the EU but account for only 2% of the total kilometres driven. Riders' risk of being killed in an accident is, on average, 18 times that of car drivers. While the number of road deaths has declined considerably in the past decade, this was not the case for PTW riders.

##### 2.1.1 Anti-lock breaking systems:

The Commission proposes the mandatory fitting of anti-lock breaking systems for certain categories of motorcycles. The positive safety impacts of anti-lock braking systems (ABS) for PTWs are well documented in several studies. It is estimated that between 20 and 35% of all accidents could be prevented and that the severity of impacts of many other accidents could be significantly reduced through the use of an ABS. The Rapporteur fully supports this approach. But the mandatory fitting should be extended to the sub-category L3e-A1 (low-performance motorcycles). For this category, the Commission proposal leaves it up to the manufacturers to equip them with either an anti-lock or a less performing combined brake

system. Anti-lock breaking systems for low performance motorcycles seem even more necessary as many young drivers start with motorcycles of this category.

### **2.1.2 Automatic headlights on (AHO)**

The Commission proposes that all L-category vehicles shall be equipped with an AHO feature by 2013 at the latest, in order to improve their visibility to other traffic participants. The Rapporteur fully supports the Commission's proposal. This measure becomes even more important as, from this year, all new passenger cars must be equipped with daytime running lights, thereby reducing PTW's relative conspicuity.

### **2.1.3 Off-road vehicles**

In Article 2.2 'vehicles *primarily intended* for off-road use' are excluded from the Regulation's scope. This seems counterproductive for road safety. Many of these off-road vehicles (e.g. enduro motorcycles, trial bikes and all-terrain vehicles (ATVs)) can be - and frequently are - used on public roads as well. They should therefore also fulfil the necessary functional safety requirements for on-road use. The Rapporteur proposes creating additional vehicle sub-categories for enduro motorcycles and trial motorcycles as well as for ATVs.

### **2.1.4 Crash test performance standards**

L-category vehicles are not yet subject to crash test requirements before being sold in the EU. In particular, quads and minicars often appear safer than they actually are. The risk of a fatal injury is much higher in these vehicles than in a passenger car. The Commission should therefore carefully study the possibility of introducing such standards as well as take account of new technologies in the future.

## **2.2 Emissions**

Although L-category vehicles are responsible for only 3 % of total road mileage, their toxic emissions are disproportionately high. Without further measures, the reductions in emissions from other road transport categories, will automatically lead to L-category emissions' share of total emissions increasing.

The Commission proposes tighter emission requirements for the type approval of new types of L-vehicles:

- Euro 3 (Euro 4 for L3e motorcycles): 2014;
- Euro 4 (Euro 5 for L3e motorcycles): 2017;
- Euro 5 (Euro 6 for L3e motorcycles): 2020.

In principle, the Rapporteur agrees with the proposed emission thresholds and schedule. However, the Euro 4 level for mopeds should be introduced 3 years earlier as mopeds are the most polluting sub-category in terms of emissions.

## **AMENDMENTS**

The Committee on Transport and Tourism calls on the Committee on the Internal Market and Consumer Protection, as the committee responsible, to incorporate the following amendments in its report:

## **Amendment 1**

### **Proposal for a regulation**

#### **Recital 3**

##### *Text proposed by the Commission*

3. This Regulation aims to lay down harmonised rules for the approval of L-category vehicles, with a view to ensuring the functioning of the internal market. L-category vehicles are two-, three- or four-wheel vehicles such as powered two-wheel vehicles, tricycles, on-road quads and mini-cars. In addition, the objectives are to simplify the current legal framework, to contribute to a lower, more proportionate share in overall road transport emissions, to increase the overall level of safety, to adapt to technical progress and to strengthen the rules on market surveillance.

##### *Amendment*

3. This Regulation aims to lay down harmonised rules for the approval of L-category vehicles, with a view to ensuring the functioning of the internal market. L-category vehicles are two-, three- or four-wheel vehicles such as powered two-wheel vehicles, tricycles, on-road quads, ***all-terrain vehicles (ATVs)*** and mini-cars. In addition, the objectives are to simplify the current legal framework, to contribute to a lower, more proportionate share in overall road transport emissions, to increase the overall level of safety, to adapt to technical progress and to strengthen the rules on market surveillance.

##### *Justification*

*ATVs should also be covered by this regulation in order to avoid misuse of the difference between on-road and off-road vehicles. Many of these ATVs can be used - and are frequently used - on public roads as well. They should therefore also fulfil the minimum functional safety requirements for on-road use.*

## **Amendment 2**

### **Proposal for a regulation**

#### **Recital 9 a (new)**

##### *Text proposed by the Commission*

##### *Amendment*

***(9a) Riders of L-category vehicles belong to a vulnerable road user group with the highest fatality and injury rates among all road users. This Regulation should therefore be aligned with the European Road Safety Policy 2011-2020 and should***

*introduce effective primary safety measures to provide the riders with vehicles equipped with the safest reasonably affordable technologies. Along with requirements for safe cornering and lighting and anti-tampering measures, this Regulation introduces mandatory Anti-lock Breaking Systems (ABS) for new motorcycles of certain categories. The efficiency of the chosen safety measures, which should be complemented by better training and education for riders of L-category vehicles and adapted road infrastructure, is well tested and proven by research and studies.*

### **Amendment 3**

#### **Proposal for a regulation Recital 9 b (new)**

*Text proposed by the Commission*

*Amendment*

*(9b) In many Member States it is compulsory for moped and motorbike riders to use dipped headlights during the daytime. In order to improve safety for moped and motorbike riders, it should be made compulsory for vehicles to be equipped with automatic headlight illumination. Given that this obligation has also been extended to four-wheel vehicles, there is a clear risk that riders of two-wheel vehicles could lose the visibility advantage that they previously enjoyed. The Commission should therefore propose, in its report on the application of this Regulation, new measures and additional lighting safety devices that will make it possible to restore the lost visibility advantage.*

### **Amendment 4**

#### **Proposal for a regulation Recital 9 c (new)**

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*Text proposed by the Commission*

*Amendment*

***(9c) In order to facilitate mandatory fitting of ABS for low-performance motorcycles of subcategory L3e-A1, Member States should have an option to provide transitional financial or fiscal incentives for producers or customers.***

## **Amendment 5**

### **Proposal for a regulation**

#### **Recital 17**

*Text proposed by the Commission*

*Amendment*

17. The Commission should be empowered to adopt delegated acts in accordance with Article 290 TFEU in respect of functional safety and environmental performance, testing, access to repair and maintenance information and appointment of technical services and their specific authorised tasks, in order to supplement or amend certain non-essential elements of legislative acts through provisions of general application. Such empowerment should not allow for amendment of the enforcement dates set out in Annex IV or emission limit values set out in Annex VI. Amendments to those dates or values should be established by the ordinary legislative procedure set out in Article 114 TFEU.

17. The Commission should be empowered to adopt delegated acts in accordance with Article 290 TFEU in respect of functional safety and environmental performance, testing, access to repair and maintenance information and appointment of technical services and their specific authorised tasks, in order to supplement or amend certain non-essential elements of legislative acts through provisions of general application. Such empowerment should not allow for amendment of the enforcement dates set out in Annex IV or emission limit values set out in Annex VI ***or the enhanced functional safety requirements set out in Annex VIII***. Amendments to those dates, ***general requirements*** or values should be established by the ordinary legislative procedure set out in Article 114 TFEU.

#### *Justification*

*As the enhanced functional safety requirements are key elements to ensure safe use of vehicles covered by this regulation, it should be made clear that Annex VIII can only be modified by the ordinary legislative procedure.*

## Amendment 6

### Proposal for a regulation

#### Article 2 – paragraph 2 – point g

*Text proposed by the Commission*

(g) vehicles primarily intended for off-road use and designed to travel on unpaved surfaces;

*Amendment*

(g) vehicles primarily intended for off-road use and designed to travel on unpaved surfaces ***with the exception of vehicles for special use as defined in Article 4 and Annex I;***

#### *Justification*

*In Article 2.2 'vehicles primarily intended for off-road use' are excluded from the Regulation's scope. This seems counterproductive for road safety. Many of these off-road vehicles (e.g. enduro motorcycles, trial bikes and certain quadricycles (all-terrain vehicles -ATVs)) can be - and frequently are - used on public roads as well. They should therefore also fulfil minimum functional safety requirements for on-road use. The creation of additional vehicle sub-categories for enduro motorcycles and trial motorcycles as well as for ATVs is therefore proposed.*

## Amendment 7

### Proposal for a regulation

#### Article 3 – paragraph 53 a (new)

*Text proposed by the Commission*

*Amendment*

***53a. 'Trial motorcycle' means a powered two-wheeler with the characteristics described in Annex I.***

#### *Justification*

*Necessary adaptation to create the new subcategories for off-road vehicles in order that they are covered by this Regulation for safety reasons.*



## **Amendment 8**

### **Proposal for a regulation**

#### **Article 3 – paragraph 53 b (new)**

*Text proposed by the Commission*

*Amendment*

**53b. 'Enduro motorcycle' means a powered two-wheeler with the characteristics described in Annex I.**

*Justification*

*Necessary adaptation for creating the new subcategories for off-road vehicles so that they come within the scope of this Regulation for safety reasons.*

## **Amendment 9**

### **Proposal for a regulation**

#### **Article 3 – paragraph 57 a (new)**

*Text proposed by the Commission*

*Amendment*

**57a. 'All-terrain vehicle' means a vehicle with the characteristics described in Annex I and abbreviated as 'ATV'.**

*Justification*

*Necessary adaptation to create the new subcategory for ATVs in order that they are covered by this Regulation for safety reasons.*

## **Amendment 10**

### **Proposal for a regulation**

#### **Article 4 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. L-category vehicles comprise powered two-, three- and four-wheel vehicles as categorised in the following paragraphs and Annex I, including powered cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars, light and heavy on-road quads,

1. L-category vehicles comprise powered two-, three- and four-wheel vehicles as categorised in the following paragraphs and Annex I, including powered cycles, two- and three-wheel mopeds, two- and three-wheel motorcycles, motorcycles with side-cars, light and heavy on-road quads,

and light and heavy mini-cars.

*ATVs* and light and heavy mini-cars.

*Justification*

*ATVs should also be covered by this regulation in order to avoid misuse of the difference between on-road and off-road vehicles. Many of these ATVs vehicles can be used - and are frequently used - on public roads as well. They should therefore also fulfil the minimum functional safety requirements for on-road use.*

**Amendment 11**

**Proposal for a regulation**

**Article 4 – paragraph 2 – point c – indent ii a (new)**

*Text proposed by the Commission*

*Amendment*

***(ii) special use:***

***- enduro motorcycles;***

***- trial motorcycles.***

*Justification*

*Necessary adaptation for creating the new subcategories for off-road vehicles so that they come within the scope of this Regulation for safety reasons.*

**Amendment 12**

**Proposal for a regulation**

**Article 4 – paragraph 2 – point g – indent ii a (new)**

*Text proposed by the Commission*

*Amendment*

***(ii) Subcategory L7Ce vehicle (ATV)***

*Justification*

*Necessary adaptation to create the new subcategories for off-road vehicles in order that they are covered by this Regulation for safety reasons.*

**Amendment 13**

**Proposal for a regulation**

**Article 10 – paragraph 3**

*Text proposed by the Commission*

3. Where importers consider or have reason to believe that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, in particular does not correspond to its type-approval, they shall not sell or register the vehicle, system, component or separate technical unit ***it has been brought into*** conformity. Furthermore, where they consider or have reason to believe that the vehicle, system, component or separate technical unit presents a risk, they shall inform the manufacturer, the market surveillance and approval authorities to that effect.

*Amendment*

3. Where importers consider or have reason to believe that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, in particular does not correspond to its type-approval, they shall ***contact the competent authorities and shall*** not sell or register the vehicle, system, component or separate technical unit until ***they have received confirmation from the competent authorities that it is in conformity with this Regulation.*** Furthermore, where they consider or have reason to believe that the vehicle, system, component or separate technical unit presents a risk, they shall inform the manufacturer, the market surveillance and approval authorities to that effect.

**Amendment 14**

**Proposal for a regulation**  
**Article 13 – paragraph 1**

*Text proposed by the Commission*

1. Where distributors consider or have reason to believe that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, they shall not sell or register the vehicle, system, component or separate technical unit and shall prevent its entry into service until it has been brought into conformity.

*Amendment*

1. Where distributors consider or have reason to believe that a vehicle, system, component or separate technical unit is not in conformity with the requirements of this Regulation, they shall ***contact the competent authorities and shall*** not sell or register the vehicle, system, component or separate technical unit ***until they have received confirmation from the competent authorities that it is in conformity with this Regulation*** and shall prevent its entry into service until it has been brought into conformity.

## Amendment 15

### Proposal for a regulation Article 19 – paragraph 1

#### *Text proposed by the Commission*

1. Four years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae **and** L7Ae shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

#### *Amendment*

1. Four years after the date referred to in the second subparagraph of Article 82, all new vehicles in subcategories L1Be, L3e, L5e, L6Ae, L7Ae **and L7Ce** shall be equipped with the first stage of an on-board diagnostic (OBD) system which monitors and reports on electric circuit continuity, shorted and open electric circuits and circuit rationality of the engine and vehicle management systems (OBD I).

#### *Justification*

*Necessary adaptation for creating the new subcategory for ATVs so that they come within the scope of this Regulation for safety reasons.*

## Amendment 16

### Proposal for a regulation Article 19 – paragraph 4

#### *Text proposed by the Commission*

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), eight years after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-) categories L1Be, L3e, L5e, L6Ae **and** L7Ae shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

#### *Amendment*

4. Following confirmation in a decision adopted by the Commission in accordance with Article 21(4), eight years after the date referred to in the second subparagraph of Article 82, all new vehicles in (sub-) categories L1Be, L3e, L5e, L6Ae, L7Ae **and L7Ce** shall in addition also be equipped with the second stage of an on-board diagnostic system (OBD II) which, in addition to OBD I, monitors not only complete failures but also deterioration of systems, components or separate technical units during vehicle life under the condition that its cost-effectiveness is proven in the environmental effect study referred to in article 21(4) and (5).

### *Justification*

*Necessary adaptation to create the new subcategory for ATVs in order that they are covered by this Regulation for safety reasons.*

#### **Amendment 17**

##### **Proposal for a regulation Article 80 – paragraph 2**

###### *Text proposed by the Commission*

(2) On the basis of the information supplied under paragraph 1, the Commission shall report to the European Parliament and the Council on the application of this Regulation no later than **1 January 2019**.

###### *Amendment*

(2. On the basis of the information supplied under paragraph 1, the Commission shall report to the European Parliament and the Council on the application of this Regulation no later than **1 January 2017**. ***This report shall take account of new technologies developed to improve road safety, such as crash performance standards and additional functional safety requirements such as the e-call system, Intelligent Speed Adaption (ISA), curve speed warning systems, automatic tyre pressure detectors or new lighting systems differentiating such vehicles from other road users. The Commission shall propose the necessary amendments to this Regulation in the light of this report.***

#### **Amendment 18**

##### **Proposal for a regulation Annex I – vehicle categories and vehicle types – Subcategory L1Be – criteria (3)**

###### *Text proposed by the Commission*

(3) maximum design speed  $\leq 25$  km/h and

###### *Amendment*

(3) maximum design speed  $\leq 45$  km/h and

### *Justification*

*The category should be brought in line with the definitions of the EU-Driving licence.*

## Amendment 19

### Proposal for a regulation

Annex I – Category L3e – Subcategory L3e –special use (new) – below Subcategory L3e-A3

#### *Amendment*

*L3e – Special use*

*Trial motorcycle*

- (8) maximum seat height: 700 mm;*
- (9) minimum ground clearance: 280 mm;*
- (10) maximum fuel tank capacity: 4 l;*
- (11) minimum overall gear ratio in the highest gear (primary ratio \* gear ratio \* final drive ratio) of 7,5;*
- (12) mass in running order (without driver) of not more than 100 kg and*
- (13) no seating position for a passenger.*

*Enduro motorcycle*

- (8) minimum seat height of 900 mm;*
- (9) minimum ground clearance of 310 mm;*
- (10) minimum overall gear ratio in the highest gear (primary ratio \* gear ratio \* final drive ratio) of 6,0;*
- (11) mass in running order (without driver) of not more than 140 kg;*
- (12) no seating position for a passenger.*

#### *Justification*

*Many enduro motorcycles and trial bikes can be - and frequently are - used on public roads as well. They should therefore also fulfil minimum functional safety requirements for on-road use. The creation of an additional vehicle sub-category for enduro motorcycles and trial*

*motorcycles is therefore proposed. With regard to the sub-classification criteria - as a starting point - some potential criteria are proposed which are currently under discussion and might be further improved in the course of this legislative procedure.*

## **Amendment 20**

### **Proposal for a regulation**

#### **Annex I – Category L7e – Subcategory L7Ce (new) – below subcategory L7Be-P**

##### *Amendment*

**L7Ce**

**All-terrain vehicle**

**(8) Maximum speed by design 60 km/h**

**(9) Straddled seat**

**(10) Thumb throttle control**

**(11) Coupling device rear: Towing weight > 4X own weight > 274 kg as strength test, not be considered as permitted trailer weight.**

**(12) Mass in running order < 400 kg**

**(13) Ground clearance > 180 mm**

**(14) Wheelbase to ground clearance ratio < 6**

##### *Justification*

*Although primarily designed for off-road use, many ATVs can be - and frequently are - used on public roads as well. They should therefore also fulfil minimum functional safety requirements for on-road use. The creation of an additional vehicle sub-category for ATVs is therefore proposed. In regards to the sub-classification criteria - as a starting point - some potential criteria are proposed which are currently under discussion and might be further improved in the course of this legislative procedure.*

## Amendment 21

### Proposal for a regulation

#### Annex II – Vehicle categories – Row 2 – Sub column 10

*Text proposed by the Commission*

*Amendment*

L7Ae

L7Ae *and* L7Ce

#### *Justification*

*ATVs (category L7Ce) are more or less similar to on-road quads (category L7Ae) and they should therefore respond to the same types of requirements of EU vehicle type approval. The details of these requirements would have to be tailored to each subcategory separately in a delegated act.*

## Amendment 22

### Proposal for a regulation

#### Annex III - Row 12 a (new)

*Amendment*

L7Ce

*All-terrain vehicle*

20

#### *Justification*

*Necessary adaptation for creating the new subcategories for ATVs so that they come within the scope of this Regulation for safety reasons.*

## Amendment 23

### Proposal for a regulation

#### Annex VI – (A) Tailpipe emission limits after cold start – (A1) –Euro 3<sup>(4)</sup> – Vehicle category L1Be – Sum mass of total hydrocarbons and oxides of nitrogen – Row 4

*Text proposed by the Commission*

*Amendment*

1200

-

#### *Justification*

*The Euro 4 level for mopeds should be introduced 3 years earlier (by 2014) as mopeds are the most problematic L-vehicle sub-category in terms of emissions.*



## Amendment 24

### Proposal for a regulation

**Annex VI – (A) Tailpipe emission limits after cold start – (A1) –Euro 3<sup>(4)</sup> – Vehicle category L1Be – Mass of total hydrocarbons (THC) – Row 4**

*Text proposed by the Commission*

*Amendment*

-

**630**

#### *Justification*

*The Euro 4 level for mopeds should be introduced 3 years earlier (by 2014) as mopeds are the most problematic L-vehicle sub-category in terms of emissions.*

## Amendment 25

### Proposal for a regulation

**Annex VI – (A) Tailpipe emission limits after cold start – (A1) –Euro 3<sup>(4)</sup> – Vehicle category L1Be – Mass of oxides of nitrogen (NOx) – Row 4**

*Text proposed by the Commission*

*Amendment*

-

**170**

#### *Justification*

*The Euro 4 level for mopeds should be introduced 3 years earlier (by 2014) as mopeds are the most problematic L-vehicle sub-category in terms of emissions.*

## Amendment 26

### Proposal for a regulation

**Annex VI – (A) Tailpipe emission limits after cold start – (A1) –Euro 3<sup>(4)</sup> –Column 1 and 2 – Row 7**

*Text proposed by the Commission*

L5Be

Commercial tricycle

#### *Amendment*

L5Be

Commercial tricycle

**L7Ce**

**-All-terrain vehicle**

*Justification*

*Necessary adaptation for creating the new subcategory for ATVs in order that they are covered by this Regulation for safety reasons.*

**Amendment 27**

**Proposal for a regulation**

**Annex VI – (A) Tailpipe emission limits after cold start –(A2) Euro 4<sup>(5)</sup> – Column 1 and 2 – Row 7**

*Text proposed by the Commission*

L5Be Commercial tricycle

*Amendment*

L5Be Commercial tricycle

***L7Ce –All-terrain vehicle***

*Justification*

*Necessary adaptation for creating the new subcategory for ATVs in order that they are covered by this Regulation for safety reasons.*

**Amendment 28**

**Proposal for a regulation**

**Annex VI – (C) Evaporative emission limits – (C2) Euro 5<sup>(6)</sup> – Column 1 and 2 – Row 8**

*Text proposed by the Commission*

L5Be Commercial tricycle

*Amendment*

L5Be Commercial tricycle

***L7Ce –All-terrain vehicle***

*Justification*

*Necessary adaptation for creating the new subcategory for ATVs in order that they are covered by this Regulation for safety reasons.*

## Amendment 29

### Proposal for a regulation

Annex VI –(D) Sound-level limits – Euro 3<sup>(4)</sup>, Euro 4<sup>(5)</sup>, Euro 5<sup>(6)</sup> – Column 1 and 2 and 3 and 5 – Row 12 a (new)

		<i>Amendment</i>	
<i>L7Ce</i>	<i>All-terrain vehicle</i>	<b>80</b>	<b>80</b>

### *Justification*

*Necessary adaptation for creating the new subcategory for ATVs in order to cover them by the scope of this Regulation for safety reasons.*

## Amendment 30

### Proposal for a regulation

Annex VII – (A) Durability mileage of L-category vehicles– Column 1 –Row 4 – point 5 a (new) – Column 2 – Row 4 – point 5 a (new)

	<i>Amendment</i>
<i>L7Ce</i>	<b>- All-terrain vehicle</b>

### *Justification*

*Necessary adaptation for creating the new subcategory for ATVs in order to cover them by the scope of this Regulation for safety reasons.*

## Amendment 31

### Proposal for a regulation

Annex VIII – Column 3 – Row 1 – point a

<i>Text proposed by the Commission</i>	<i>Amendment</i>
<b><i>(a) new motorcycles(27) of the L3e–A1 subcategory which are sold, registered and entering into service are to be equipped with either an anti-lock(28) or a combined brake system(29) or both types of advanced brake systems, at the choice of the vehicle manufacturer;</i></b>	<b><i>deleted</i></b>

## Amendment 32

### Proposal for a regulation

#### Annex VIII – Column 3 – Row 1 – point b

##### *Text proposed by the Commission*

(b) new motorcycles of subcategories L3e–A2 and L3e–A3 which are sold, registered and entering into service to be equipped with an anti-lock brake system.

##### *Amendment*

(b) new motorcycles<sup>(27)</sup> of subcategories **L3e–A1**, L3e–A2 and L3e–A3 which are sold, registered and entering into service to be equipped with an anti-lock<sup>(28)</sup> brake system **on both wheels**.

##### *Justification*

*The mandatory fitting of anti-lock brake systems should be extended to the motorcycles of sub-category L3e–A1 as many young and inexperienced riders use this category of motorcycle. Anti-lock brakes are most effective if they are fitted on both wheels.*

## PROCEDURE

<b>Title</b>	Approval and market surveillance of two- or three-wheel vehicles and quadricycles
<b>References</b>	COM(2010)0542 – C7-0317/2010 – 2010/0271(COD)
<b>Committee responsible</b>	IMCO
<b>Opinion by</b> Date announced in plenary	TRAN 19.10.2010
<b>Rapporteur</b> Date appointed	Roberts Zīle 17.11.2010
<b>Discussed in committee</b>	15.3.2011                      23.5.2011
<b>Date adopted</b>	24.5.2011
<b>Result of final vote</b>	+:                      39 -:                      0 0:                      2
<b>Members present for the final vote</b>	Inés Ayala Sender, Georges Bach, Izaskun Bilbao Barandica, Antonio Cancian, Michael Cramer, Ryszard Czarnecki, Luis de Grandes Pascual, Christine De Veyrac, Saïd El Khadraoui, Ismail Ertug, Knut Fleckenstein, Jacqueline Foster, Mathieu Grosch, Jim Higgins, Ville Itälä, Dieter-Lebrecht Koch, Georgios Koumoutsakos, Werner Kuhn, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Gesine Meissner, Hubert Pirker, Vilja Savisaar-Toomast, Olga Sehnalová, Debora Serracchiani, Brian Simpson, Dirk Sterckx, Keith Taylor, Silvia-Adriana Țicău, Giommara Uggias, Thomas Ulmer, Dominique Vlasto, Artur Zasada, Roberts Zīle
<b>Substitute(s) present for the final vote</b>	Philip Bradbourn, Guido Milana, Dominique Riquet, Alfreds Rubiks, Laurence J.A.J. Stassen
<b>Substitute(s) under Rule 187(2) present for the final vote</b>	Juozas Imbrasas