

Measure 54: Speed limitation devices

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<p><i>Policy package:</i></p> <p>ID: Road Safety, quality and environment</p>
<p><i>Measure 54:</i></p> <p><i>Speed limitation devices: Commission proposal to make it compulsory to fit speed limitation devices in vehicles of more than 3.5 tonnes or vehicles carrying 8 or more passengers</i></p>
<p><i>What is the problem being addressed ?</i></p> <p>Over the last decade the number of heavy duty vehicles travelling on European roads has increased substantially. Reversing the trend in the number of accidents involving heavy duty vehicles is a challenge both for society and more directly for the road haulage sector. In this context, the European Parliament and the Council adopted in November 2002 for all vehicles over 3,5 tonnes and all vehicles carrying 8 or more passengers a Directive on the widespread introduction of speed-limiting devices from 2005 for new vehicles and 2008 for vehicles registered after October 2001. The new rules provide for:</p> <ul style="list-style-type: none">• speed limitation devices allowing a maximum speed of 100 km/h for passenger vehicles with a maximum of eight seats and a maximum weight of five metric tonnes and also for small buses having a maximum weight above five metric tonnes (categories M2 and M3);• speed limitation devices allowing a maximum speed of 90 km/h for goods vehicles with a maximum weight of between 3,5 and 12 metric tonnes (category N2).
<p><i>Measure's costs and/or benefits:</i></p> <p>The cost of installation of speed-limiting devices can be estimated based on the average cost of a device and the number of vehicles of the different categories registered in the Member States.</p>
<p><i>Legislative implementation at the EU level:</i></p> <p>European Parliament and Council Directive 2002/85/EC of 5 November 2002 amending Council Directive 92/6/EEC on the installation and use of speed-limitation devices for certain categories of motor vehicles in the Community. The earlier Directive 92/24 only concerned heavy good vehicles over 12 tonnes and coaches over 10 tonnes.</p>
<p><i>What are the objectives ?</i></p> <p>Excessive and improper speed are the cause of about a third of fatal and serious accidents and a major factor in determining the severity of injuries. In the wake of several serious accidents involving vans and small buses, the European Parliament took the view that limiting the speed of these vehicles would considerably increase safety on Community motorways. Therefore, the new Directive extends the scope of the previous Directive 92/24 on speed limitation devices or similar speed limitation on-board systems of lorries and buses, in order to include lighter commercial vehicles like small buses and good transport vehicles above 3,5 tonnes maximum mass. Therefore, the scope of the Directive was extended to categories M2 and M3 (buses) and N2 and N3 (goods vehicles).</p>
<p><i>Interactions with other WP measures:</i></p> <p>The existing speed limitation devices for heavier vehicles had already shown a positive influence on road safety and reducing the severity in cases of accidents as well as a reduction of air pollution and fuel consumption. Similar but wider benefits are now expected from the extension of the regulation to the lighter commercial vehicles.</p>

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Output indicators:

Speed limitation devices will be phased in gradually, according to the following timetable:

- vehicles operating EU-wide: from 1 January 2004 for new vehicles and from 1 January 2005 for those registered between 1 January 2001 and 1 January 2004;
- vehicles used exclusively for national transport operations will have to comply with the directive's provisions from 1 January 2005.

According to this timetable, output indicators may be computed as the shares of vehicles in the relevant categories which comply with the Directive, having on board a speed limitation device.

Outcome indicators: intermediate impacts on transport markets

The directive will have an impact on the costs of the small road commercial transport companies, and in particular of self-employed drivers

Outcome indicators: final impacts on transport users and non users

The main benefit will be improved road safety. A further benefit will come from the reduction of fuel consumption and transport emissions at reduced speeds.