



EUROPEAN COMMISSION

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Dear President,

The Commission would like to thank the Italian Chamber of Deputies for its favourable opinion 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 and accompanying document {COM (2010)542 final}. The Commission welcomes the thorough analysis by, and the broad support of the Chamber of Deputies for, this proposal.

The Commission has taken particular note of the main observations raised in the opinion of the Chamber of Deputies, namely as regards mass definitions, the possibility of a gradual introduction of new vehicle features as well as methods for checking vehicles' passive safety components

The Commission would like to offer the following comments on these observations.

It should be noted that the main difference between the old and new proposed mass definitions is the maximum fuel quantity in the tank. As minicars are only equipped with small fuel tanks with a capacity of 20 – 30 l, an increase of 25 kg may be physically justifiable in average and an increase of maximum 50 kg actually is the maximum acceptable additional mass with which the limits for both light and heavy minicars may be increased, while introducing the new definition regarding mass in running order. An undesirable overlap between passenger car and L-category vehicle classification has to be prevented as this would otherwise open a legal "back door" and allow fewer serious passenger car and utility vehicle manufacturers to circumvent appropriate environmental and functional safety measures. Nowadays strengthening vehicle structural integrity and equipping vehicles with new active and passive safety features can and should be done without mass increase that penalises energy consumption; and the European industry is innovative enough to find such creative and cost effective solutions.

The Commission has carefully analysed the environmental, safety, societal and economic effects of policy measures in the framework of the impact assessment prior to drafting and proposing the legal provisions included in this proposal. The industry typical lead-times have been taken into account and mitigating measures for small and medium companies have been integrated in the proposal in a technology-neutral way to promote a level playing field for all small, medium and large EU market players. Such a proposal will guarantee the optimum balance between achieving the overarching safety and environmental objectives in order to protect European citizens from being harmed by the significant adverse effects of road

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accidents or bad air quality and the economic interests of the L-category vehicle manufacturing, supplier and repair and maintenance industries.

After the proposal and related delegated acts have been adopted, the Commission intends to initiate a study in which further policy measures will be assessed. Crash test requirements, but also other passive and active safety features to improve functional vehicle safety as well as enhanced environmental performance to make vehicles less polluting will be assessed. If proven cost-effective and technically feasible, the Commission will make a new proposal that will be proportionate for stakeholders and technology neutral.

Furthermore, the Commission will continue to report to the European Parliament and the Council on the need to propose new initiatives and measures in the area of L-category vehicle approval legislation to be further adopted by the EU legislator in order for them to enter into force.

I would like to thank you again for the interest of the Italian Chamber of Deputies in this important proposal, whilst apologising for the delay in responding. I am looking forward to our excellent continued collaboration.

Yours faithfully,

*Maroš Šefčovič
Vice-President*