

Road safety: protection of pedestrians and other vulnerable road users

2007/0201(COD) - 18/06/2008 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted, by 642 votes to 8 and 7 abstentions, a legislative resolution amending, under 1st reading of the codecision procedure, the proposal for a regulation of the European Parliament and of the Council on the protection of pedestrians and other vulnerable road users.

The report had been tabled for consideration in plenary by Francesco **FERRARI** (ALDE, IT) on behalf of the Committee on Transport and Tourism.

The amendments are the result of a compromise between Parliament and Council. The main ones are as follows:

Scope: Sections 2 and 3 of Annex I (tests required to be carried out on vehicles) shall not apply to: a) vehicles of category N1 and, (b) vehicles of category M 1 above 2500 kg maximum mass and which are derived from N 1 category vehicles, where the driver position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by a maximum of 1100 mm.

Definitions: following the above, Parliament inserted a definition for 'vehicles of category M1 derived from N1' as meaning those vehicles of M1 category and of maximum mass exceeding 2500 kg which, forward of the A-pillars, have the same general structure and shape as a pre-existing N1 category vehicle. It also amended the definition of "brake assist system."

Granting of EC type-approval: Parliament made some amendments to Article 6, stating that certain letters must be used to indicate conformity with the requirements of the legislation. It also stated that the frontal protection system shall be in conformity with the requirements of this Regulation and shall be granted, and consequently bear, an approval mark established in accordance of the provisions set out in Annex IV. Frontal protection systems (FPS), better known as bull bars, will have to pass the same performance tests as the vehicles on which they are intended to be installed.

Target dates: MEPs state that compulsory brake systems (BAS) on cars should be fitted within 24 months of entry into force of the regulation. All new cars should be fitted with Electronic Stability Control (ESC) systems by 2012 and lorries and other heavy vehicles with Advanced Emergency Braking Systems (AEBS) and Lane Departure Warning (LDW) Systems as of 2013. The compulsory introduction of brake-assist systems (BAS) and the performance tests that cars have to pass in order to increase pedestrian protection (passive safety measures) will be introduced between 9 and 15 months earlier than the Commission is proposing.

There will be no distinction between lighter and heavier cars as far as the introduction of BAS is concerned. Under the Commission's proposal, manufacturers of certain types of SUV would have had more time to comply.

Collision avoidance systems: vehicles equipped with collision avoidance systems may not be required to fulfil certain requirements laid down in the Regulation to the extent that they will be able to avoid collisions with pedestrians rather than merely mitigating the effects of such collisions. After assessing that the use of such technology can effectively avoid collisions with pedestrians and other vulnerable road

users, the Commission may present proposals amending the Regulation to allow for the use of such systems. Any measures proposed shall ensure levels of protection which are at least equivalent, in terms of actual effectiveness, to those provided by Sections 2 and 3 of Annex I to the Regulation.

Monitoring: the Commission, acting on the basis of relevant information communicated by the approval authorities and interested parties as well as on the basis of independent studies, shall monitor the technical developments of enhanced passive safety requirements, Brake Assist and other active safety technologies which may provide improved protection to vulnerable road users. Five years after entry into force of the legislation, at the latest, the Commission shall review the feasibility and use of any such enhanced passive requirements. It shall review the functioning of this Regulation with regard to the use and effectiveness of Brake Assist and other technologies.