Basic information		
1994/0322(COD)	Procedure completed	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive		
Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)		
Repealed by 2008/0100(COD)		
Subject		
3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ECON Economic and Monetary Affairs, Industrial Policy	DONNELLY Alan Joh (PSE)	nn 16/02/1995
	Former committee responsible	Former rapporteur	Appointed
	ECON Economic and Monetary Affairs, Industrial Policy	DONNELLY Alan Joh (PSE)	nn 16/02/1995
	Former committee for opinion	Former rapporteur for opinion	Appointed
	TRAN Transport and Tourism	CORNELISSEN Petri M. (PPE)	us A. 23/03/1995
	ENVI Environment, Public Health and Consumer Protection	FITZSIMONS James (RDE)	(Jim) 22/02/1995
Council of the	Council configuration	Meet	ings Date
uropean Union	Competitiveness (Internal Market, Industry, Research and Space)	1886	1995-11-23
	Education, Youth, Culture and Sport	1920	1996-05-06

Key events			
Date	Event	Reference	Summary
13/12/1994	Legislative proposal published	COM(1994)0519	Summary

13/02/1995	Committee referral announced in Parliament, 1st reading		
22/06/1995	Vote in committee, 1st reading		Summary
22/06/1995	Committee report tabled for plenary, 1st reading	A4-0160/1995	
11/07/1995	Debate in Parliament	$\odot$	Summary
02/10/1995	Modified legislative proposal published	COM(1995)0454	Summary
23/11/1995	Council position published	09724/2/1995	Summary
14/12/1995	Committee referral announced in Parliament, 2nd reading		
24/01/1996	Vote in committee, 2nd reading		Summary
24/01/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0015/1996	
28/02/1996	Debate in Parliament	<b>@</b>	Summary
06/05/1996	Act approved by Council, 2nd reading		Summary
20/05/1996	Final act signed		
20/05/1996	End of procedure in Parliament		
08/07/1996	Final act published in Official Journal		

Technical information		
Procedure reference	1994/0322(COD)	
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)	
Procedure subtype	Legislation	
Legislative instrument	Directive	
Amendments and repeals	Repealed by 2008/0100(COD)	
Legal basis	EC before Amsterdam E 100A	
Stage reached in procedure	Procedure completed	
Committee dossier	ECON/4/07313	

#### **Documentation gateway**

#### European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0160/1995 OJ C 249 25.09.1995, p. 0004	22/06/1995	
Text adopted by Parliament, 1st reading/single reading		T4-0338/1995 OJ C 249 25.09.1995, p. 0030- 0047	12/07/1995	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0015/1996 OJ C 047 19.02.1996, p. 0005	24/01/1996	
Text adopted by Parliament, 2nd reading		T4-0099/1996 OJ C 078 18.03.1996, p. 0011- 0017	29/02/1996	Summary

Council of the EU				
Document type		Reference	Date	Summary
Council position		09724/2/1995 OJ C 353 30.12.1995, p. 0001	23/11/1995	Summary
European Commissio	n			
Document type		Reference	Date	Summary
Legislative proposal		COM(1994)0519 OJ C 396 31.12.1994, p. 0001	13/12/1994	Summary
Modified legislative pr	oposal	COM(1995)0454	02/10/1995	Summary
Commission commun	ication on Council's position	SEC(1995)2109	11/12/1995	Summary
Other institutions and	bodies			
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0800/1995 OJ C 256 02.10.1995, p. 0018	05/07/1995	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act	
Directive 1996/0027 OJ L 169 08.07.1996, p. 0001-0038	Summary

# Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 12/07/1995 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the report by Mr Alan DONNELLY (PSE, UK). In general, Parliament proposed doing away with the two-stage procedure for side-impact collision tests. For these tests, there would therefore no longer be a first stage - mobile deformable barrier with ground clearance of 260 mm - only a second stage involving a mobile deformable barrier with ground clearance of 300 mm, which was more in line with actual collision conditions. In order to give the industry enough time to adapt, the legislation on side-impact collisions would only apply to new vehicle types submitted for approval after 1 October 1998 and would not apply to existing models until 2000. Parliament also proposed that, two years after the adoption of the legislation on side impacts, the directive should be reviewed with a view to eventually increasing the ground clearance of the barrier height to 350 mm.

# Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

The Council's common position was very similar to the Commission's amended proposal and incorporated the ten amendments by the European Parliament that had been accepted by the Commission. It therefore did away with the two-stage approach for side impact tests. The Council also made the following changes: - the proposed title of the directive was changed to incorporate the objective of the protection of occupants of motor vehicles in the event of a side impact; - Article 4 did not contain any commitment with respect to a precise value for the ground clearance of the collision barrier, but stated that the current value should be increased at a later stage. The review date was linked to that established for the implementation of the directive; - the administrative provisions were improved by adding to the list of data to be provided in the information documents; - the position of the seat where the dummy was placed was that initially proposed by the Commission.

### Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 20/05/1996 - Final act

OBJECTIVE: to reduce the number of people killed or seriously injured in road accidents by the introduction of new standards for the lateral impact resistance of passenger cars. COMMUNITY MEASURE: European Parliament and Council Directive 96/27/EEC on the protection of occupants of motor vehicles in the event of a side impact and amending Directive 70/156/EEC. SUBSTANCE: The Directive applies to new vehicle types approved after 1 October 1998, and sets out a new test procedure (mobile barrier with a ground clearance of 300mm) which when fully implemented will more realistically represent typical side-impact accidents and should ensure that a reasonable level of side-impact resistance is provided. The Directive incorporates the technical prescriptions developed by the United Nations Economic Commission for Europe, on the basis of experimental research work carried out by the European Experimental Vehicles Committee. Together with the Directive on frontal impact accidents - still under consideration by the Council - it establishes a uniform legislation in the Community on crash-tests. DATE OF ENTRY INTO FORCE: 28/07/1996 DEADLINE FOR TRANSPOSITION INTO NATIONAL LEGISLATION: 20/05/1997.

## Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 23/11/1995

The Council adopted its common position on the Directive on the protection of occupants of motor vehicles in the event of a side impact and amending Directive 70/156/EEC. The common position will be forwarded to the European Parliament for continuation of the co-decision procedure. The Council followed the amended Commission proposal in incorporating into its common position the ten amendments from the European Parliament's first reading accepted by the Commission. Applicable to new vehicle types approved after 1 October 1998, the proposal sets out a new test procedure (a movable barrier with a ground clearance of 300 mm) that when fully implemented will more realistically represent typical side- impact accidents. The proposal incorporates the technical specifications developed by the United Nations Economic Commission for Europe, on the basis of experimental research work carried out by the EEVC (European Experimental Vehicle Committee). The Directive in question, together with that still being examined by the Council on frontal impacts, establishes uniform legislation throughout the Community for crash tests.

# Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 29/02/1996 - Text adopted by Parliament, 2nd reading

By adopting the report by Mr Alan DONNELLY (PSE) the European Parliament approved the Council common position.

## Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 06/05/1996

Following the approval by Parliament of its common position of 23 November 1995, the Council adopted the Directive on the protection of occupants of motor vehicles in the event of a side impact, amending Directive 70/156/EEC.

# Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 11/12/1995 - Commission communication on Council's position

The Commission approved the common position, which was closely aligned to the Commission's amended proposal, which, in turn, was itself based on Parliament's opinion.

## Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 13/12/1994 - Legislative proposal

The objective of the proposal for a directive is to reduce the number of people killed or seriously injured in road accidents by introducing new standards for the lateral impact resistance of passenger cars. The proposal applies to new types of vehicle approved after a certain date and defines a new test procedure which, when fully implemented, will represent a typical lateral impact more realistically. The proposal incorporates the technical

requirements developed by the United Nations Economic Commission for Europe and is based on experimental research carried out by the EEVC (European Experimental Vehicle Committee). Specifically, the Commission proposes: - provisionally introducing a barrier height of 260 mm, as agreed by the United Nations Economic Commission for Europe; - introducing a barrier height of 300 mm (optional as of 1 January 1998 and compulsory as of 1 October 2001). The second stage will apply to all new vehicles as of 1 October 2004, subject to a report on the implementation of the directive and the feasibility of this date for industry, to be presented by the Commission to the European Parliament and the Council by 1 October 2002.

# Side-impact resistance of motor vehicles (amend. Directive 70/156/EEC)

1994/0322(COD) - 02/10/1995 - Modified legislative proposal

The Commission's amended proposal incorporated all but one of the amendments adopted by the European Parliament which aimed to do away with the two-stage approach for side-impact collision tests so that the strictest test could be adopted immediately in October 1998. The Commission rejected the amendment concerning the seat position during the test and, whilst it accepted the principle of reviewing the test criteria in the future, it could not accept the commitment to increase the ground clearance of the barrier height to 350 mm at a later stage.