

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 Directive 70/156/EEC)  Repealed by 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

Key players					
European Parliament	<b>Committee responsible</b>		<b>Rapporteur</b>	<b>Appointed</b>	
	<b>ECON</b>	Economic and Monetary Affairs, Industrial Policy	DONNELLY Alan John (PSE)	16/02/1995	
	<b>Former committee responsible</b>		<b>Former rapporteur</b>	<b>Appointed</b>	
	<b>ECON</b>	Economic and Monetary Affairs, Industrial Policy	DONNELLY Alan John (PSE)	16/02/1995	
	<b>Former committee for opinion</b>		<b>Former rapporteur for opinion</b>	<b>Appointed</b>	
	<b>TRAN</b>	Transport and Tourism	CORNELISSEN Petrus A. M. (PPE)	23/03/1995	
	<b>ENVI</b>	Environment, Public Health and Consumer Protection	FITZSIMONS James (Jim) (RDE)	22/02/1995	
	Council of the European Union	<b>Council configuration</b>		<b>Meetings</b>	<b>Date</b>
		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
		COM(1994)0519	Summary

13/12/1994	Legislative proposal published		
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	<a href="#">A4-0160/1995</a>	
11/07/1995	Debate in Parliament		Summary
02/10/1995	Modified legislative proposal published	COM(1995)0454 	Summary
23/11/1995	Council position published	<a href="#">09724/2/1995</a>	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	<a href="#">A4-0015/1996</a>	
28/02/1996	Debate in Parliament		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Amendments and repeals	Repealed by <a href="#">2008/0100(COD)</a>
Legal basis	EC Treaty (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		<a href="#">A4-0160/1995</a> <a href="#">OJ C 249 25.09.1995, p. 0004</a>	22/06/1995	
Text adopted by Parliament, 1st reading/single reading		T4-0338/1995 <a href="#">OJ C 249 25.09.1995, p. 0030-0047</a>	12/07/1995	Summary
Committee recommendation tabled for plenary, 2nd reading		<a href="#">A4-0015/1996</a> <a href="#">OJ C 047 19.02.1996, p. 0005</a>	24/01/1996	
		T4-0099/1996		

Text adopted by Parliament, 2nd reading		<a href="#">OJ C 078 18.03.1996, p. 0011-0017</a>	29/02/1996	<a href="#">Summary</a>
<b>Council of the EU</b>				
<b>Document type</b>		<b>Reference</b>	<b>Date</b>	<b>Summary</b>
Council position		<a href="#">09724/2/1995</a> <a href="#">OJ C 353 30.12.1995, p. 0001</a>	23/11/1995	<a href="#">Summary</a>
<b>European Commission</b>				
<b>Document type</b>		<b>Reference</b>	<b>Date</b>	<b>Summary</b>
Legislative proposal		<a href="#">COM(1994)0519</a>  <a href="#">OJ C 396 31.12.1994, p. 0001</a>	13/12/1994	<a href="#">Summary</a>
Modified legislative proposal		<a href="#">COM(1995)0454</a> 	02/10/1995	<a href="#">Summary</a>
Commission communication on Council's position		<a href="#">SEC(1995)2109</a> 	11/12/1995	<a href="#">Summary</a>
<b>Other institutions and bodies</b>				
<b>Institution/body</b>	<b>Document type</b>	<b>Reference</b>	<b>Date</b>	<b>Summary</b>
EESC	Economic and Social Committee: opinion, report	<a href="#">CES0800/1995</a> <a href="#">OJ C 256 02.10.1995, p. 0018</a>	05/07/1995	

<b>Additional information</b>		
<b>Source</b>	<b>Document</b>	<b>Date</b>
European Commission	<a href="#">EUR-Lex</a>	

<b>Final act</b>
<a href="#">Directive 1996/0027</a> <a href="#">OJ L 169 08.07.1996, p. 0001-0038</a>
<a href="#">Summary</a>

## 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)

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

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.