

Basic information	
<p><b>1994/0323(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Procedure completed
<p>Frontal impact resistance of motor vehicles (amend. Directive 70/156 /EEC)</p> <p>Repealed by <a href="#">2008/0100(COD)</a></p> <p><b>Subject</b></p> <p>3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles</p>	

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)		1957	1996-10-28
Competitiveness (Internal Market, Industry, Research and Space)		1929	1996-05-28		

Key events			
Date	Event	Reference	Summary

13/12/1994	Legislative proposal published	COM(1994)0520 	<a href="#">Summary</a>
13/02/1995	Committee referral announced in Parliament, 1st reading		
22/06/1995	Vote in committee, 1st reading		<a href="#">Summary</a>
11/07/1995	Debate in Parliament		<a href="#">Summary</a>
27/11/1995	Modified legislative proposal published	COM(1995)0510 	<a href="#">Summary</a>
28/05/1996	Council position published	05187/1/1996	<a href="#">Summary</a>
20/06/1996	Committee referral announced in Parliament, 2nd reading		
09/09/1996	Vote in committee, 2nd reading		<a href="#">Summary</a>
09/09/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0275/1996	
18/09/1996	Debate in Parliament		<a href="#">Summary</a>
28/10/1996	Act approved by Council, 2nd reading		
16/12/1996	Final act signed		
16/12/1996	End of procedure in Parliament		
21/01/1997	Final act published in Official Journal		

Technical information	
<b>Procedure reference</b>	1994/0323(COD)
<b>Procedure type</b>	COD - Ordinary legislative procedure (ex-codecision procedure)
<b>Procedure subtype</b>	Legislation
<b>Legislative instrument</b>	Directive
<b>Amendments and repeals</b>	Repealed by <a href="#">2008/0100(COD)</a>
<b>Legal basis</b>	EC Treaty (before Amsterdam) E 100A
<b>Stage reached in procedure</b>	Procedure completed
<b>Committee dossier</b>	ECON/4/07902

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0161/1995 <a href="#">OJ C 249 25.09.1995, p. 0004</a>	22/06/1995	
Text adopted by Parliament, 1st reading/single reading		T4-0339/1995 <a href="#">OJ C 249 25.09.1995, p. 0030-0005</a>	12/07/1995	<a href="#">Summary</a>
Committee recommendation tabled for plenary, 2nd reading		A4-0275/1996 <a href="#">OJ C 320 28.10.1996, p. 0004</a>	09/09/1996	
		T4-0464/1996		

Text adopted by Parliament, 2nd reading		<a href="#">OJ C 320 28.10.1996, p. 0126-0149</a>	19/09/1996	<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="#">05187/1/1996</a> <a href="#">OJ C 219 27.07.1996, p. 0022</a>	28/05/1996	<a href="#">Summary</a>
<b>European Commission</b>				
<b>Document type</b>		<b>Reference</b>	<b>Date</b>	<b>Summary</b>
Legislative proposal		COM(1994)0520  <a href="#">OJ C 396 31.12.1994, p. 0034</a>	13/12/1994	<a href="#">Summary</a>
Modified legislative proposal		COM(1995)0510 	27/11/1995	<a href="#">Summary</a>
Commission communication on Council's position		SEC(1996)1098 	13/06/1996	<a href="#">Summary</a>
Commission opinion on Parliament's position at 2nd reading		COM(1996)0541 	04/11/1996	<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="#">CES0801/1995</a> <a href="#">OJ C 256 02.10.1995, p. 0021</a>	05/07/1995	<a href="#">Summary</a>

<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 1996/0079</a> <a href="#">OJ L 018 21.01.1997, p. 0007</a>	<a href="#">Summary</a>

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

1994/0323(COD) - 28/05/1996 - Council position

The Council common position closely follows the amended Commission proposal, incorporating 38 European Parliament amendments accepted by the Commission; in a nutshell, a two-phase approach has been abandoned in favour of a single phase based on the offset deformable barrier testing procedure, which formed the second phase of the Commission's initial proposal. The Council has also made other additions: - the title of the directive, which has been changed to reflect the objective of protecting the occupants of motor vehicles in the event of a frontal impact; - a new paragraph has

been added to Article 2 in order to exempt vehicles from the requirements of the corresponding part of Directive 74/297/EEC (the existing directive on frontal collisions), in order to avoid duplication of standards; - Article 4 (adaptation to technical progress) has been extended in such a way as to require the Commission, as well as carrying out a general reconsideration of the technical aspects of the Directive: . by the end of 1996, to reconsider and, if necessary, amend appendix 7 to Annex II (certification procedure for the dummy's leg and foot) to take into account assessment tests on the dummy's ankle; . by the end of 1997, to reconsider and, if necessary, amend the limit values for the neck injury criteria; . by the end of 1997, to make the necessary changes to the specific directives in order to ensure their compatibility with the new directive; - a new provision states that the Member States must inform the public of the results of the acceptance tests carried out; - improvements have been made to the administrative provisions relating to acceptance of a type of vehicle contained in Annex I, in the form of an extension of the list of information to be provided for the information card; - in Annex II (technical specifications), the scope of the directive has been amended to include a reference to multi-stage built vehicles; a definition of the term "inflatable cushion" has also been added; - test values for neck injuries will not be a criterion of success or failure until 1 October 1998, the date when the directive will become binding; - the test dummy's ankle must be certified in accordance with the certification procedure described in the new appendix 7 to Annex II; - tolerance with regard to speed in the test has been limited, so that the speed of impact must lie between 56 and 57 km/h.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 13/12/1994 - Legislative proposal

The objective of the proposal for a European Parliament and Council directive is to reduce the number of people killed or seriously injured in road accidents by introducing new standards for the impact resistance of passenger cars. The proposal defines new test procedures to be introduced in two stages which, when fully implemented, will represent frontal collisions more accurately. - The first stage of the provisional measures proposed involves introducing a test standard identical to that applied in the United States (30 angled rigid barrier test developed by the United Nations Economic Commission for Europe - ECE). Stage 1 will start on 1 October 1995 for new types of vehicle and on 1 October 2000 for all newly-registered vehicles. - The second stage involves introducing an offset deformable barrier test based on the work of the EEVC (European Experimental Vehicles Committee). Stage 2 will be compulsory as of 1 October 1998, but may be implemented on a voluntary basis at the manufacturer's request as of 1 January 1996. It will apply to all new vehicles as of 1 October 2003.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 04/11/1996 - Commission opinion on Parliament's position at 2nd reading

The Commission accepted all 13 of the European Parliament's amendments to the common position, since they clarify and facilitate the implementation of the certification procedure for the test dummy's ankle. The amendments are based on work in progress in the EEVC. The Commission will amend certain technical details in appendix 7 in the light of the committee's final report by the required dates during the process of adapting in line with technical progress.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 27/11/1995 - Modified legislative proposal

The amended proposal of the Commission accepts most of Parliament's amendments, the substance of which is the deletion of the first stage of the Commission proposal (the 30° Angled Rigid Barrier test) and insertion of the full specification of the second stage (Offset Deformable Barrier test). The Commission also took account of the amendments relating to a future review of the test requirements (though without accepting the commitment to a specific future test speed of 64 km/h) and the installation of dummies in the test vehicle (specifying in detail the precise technical prescriptions for the test). It should be noted, however, that the Commission did not accept the amendment on the performance criterion relating to brake pedal upward movement.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 16/12/1996 - Final act

**OBJECTIVE:** to reduce the number of people killed or seriously injured in road accidents by introducing new standards for the impact resistance of private cars and the frontal impact resistance of light commercial vehicles. **COMMUNITY MEASURE:** European Parliament and Council directive 96/79/EC on the protection of occupants of motor vehicles in the event of frontal impact and amending Directive 70/156/EEC. **SUBSTANCE:** the directive applies to new types of vehicle approved after 1 October 1998 and defines a new testing procedure (offset deformable barrier) which, when it is fully operational, will give a more realistic representation of a typical frontal collision and should provide a reasonable level of resistance in the event of such a collision. The directive incorporates the technical recommendations drawn up by the UN Economic Commission for Europe and is based on the experimental research carried out by the EEVC (European Experimental Vehicle Committee). As part of the process of adapting in line with technical progress, the Commission must: - revise the directive between now and 1 October 1998; - review by the end of 1996 and, if necessary, amend appendix 7 of annex II (certification procedure for the dummy's leg and foot) to take account of the certification procedure for the dummy's ankle; - by the end of 1997, review and, if necessary, amend the limit values for the criteria for neck injuries; - by the end of 1997, make the necessary amendments to the specific directives to ensure compatibility with the new directive. Finally, one provision states that the Member States must inform the public of the results of the acceptance tests carried out. Together with the directive on side-impact collisions (COD94322), this directive introduces

uniform legislation throughout the Community with regard to crash tests, and supplements the list of specific directives which must be complied with to ensure that vehicles meet the requirements of the Community acceptance procedure set out in Directive 70/156/EEC. ENTRY INTO FORCE: 10/02/1997. DEADLINE FOR TRANSPOSITION: 01/10/1996.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 19/09/1996 - Text adopted by Parliament, 2nd reading

Parliament adopted the recommendation for second reading by Mr Alan DONNELLY (PSE, UK) on the draft Directive on Front Impact Resistance of motor vehicles. Since the Council had incorporated Parliament's principal demand in its common position, namely to drop a two-stage tests procedure in favour of the Offset Deformable Barrier test, Parliament approved only a few technical amendments relating to the test dummies.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 05/07/1995 - Economic and Social Committee: opinion, report

Overall, the Economic and Social Committee endorsed the aims and the requirements of the proposal for a directive. It considered, however, that if 'stage one' could be accepted as an adequate instrument for an immediate response from the Community legislator to a serious road safety problem, for reasons of necessity (as the 'stage two' requirements were not ready), 'stage two' was the legislative instrument that would bring the necessary major changes to road safety as it would significantly reduce the number of road accident victims. The ESC therefore asked that every effort be made as soon as possible to ensure that the Commission's final dates for 'stage two' were respected. In this regard, the ESC welcomed the sense of responsibility shown by the Commission, which had agreed to present by 1 October 2002 a report on the implementation of the directive and on the ability of the industry to meet the 1 October 2003 deadline. The ESC called on the Commission to provide it with a copy of the report.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 12/07/1995 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the report by Mr Alan John DONNELLY (PSE, UK). In general, Parliament proposed doing away with the two-stage procedure for frontal-impact collision tests. For these tests, the stage involving a 30% angled rigid barrier test would be done away with. Instead, models would immediately undergo an offset deformable barrier test. Furthermore, with regard to frontal impacts, Parliament proposed a set of stricter test criteria, including an increase in the test speed to at least 56 km/h (instead of 50 km/h). The new test standard would be compulsory from 1 October 1998 for new car models and from 1 October 2003 for all new vehicles. Finally, Parliament proposed that two years after the adoption of the legislation on frontal impacts, the review should cover the need to increase the test speed from 56 km/h to 64 km/h.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 13/06/1996 - Commission communication on Council's position

The Commission took note of the Council's position with regard to the criteria for neck injuries. Given that the proposed amendment will not affect the efficacy of the directive once it becomes compulsory, it was able to accept that the limit values be re-examined and, where applicable, amended in accordance with the planned timetable. The Commission also noted that provision was made for updating appendix 7 (certification procedure for the dummy's leg and foot) under the procedure for adapting to technical progress. The Commission accepted this approach, but pointed out that it would be prepared to accept any amendment by the European Parliament to appendix 7 on the basis of the most recent work of the EEVC. If the work to update the appendix was not completed on time, the directive would need to be quickly amended in accordance with the timetable laid down by the Council. Consequently, the Commission accepted the common position.

## **Frontal impact resistance of motor vehicles (amend. Directive 70/156/EEC)**

1994/0323(COD) - 28/05/1996

The Council had adopted its common position with a view to the adoption of the directive. The Council had followed the modified proposal from the Commission by incorporating in its common position the 38 amendments tabled by Parliament, which had been taken over by the Commission.