


Basic information	
<p><b>1999/0007(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Procedure completed
<p>Car industry: front underrun protection 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Repealed by 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>
	<span style="border: 1px solid red; padding: 2px;">JURI</span> Legal Affairs and Internal Market		
	<b>Former committee responsible</b>	<b>Former rapporteur</b>	<b>Appointed</b>
	<span style="border: 1px solid red; padding: 2px;">JURI</span> Legal Affairs, Citizens' Rights	PALACIO VALLELERSUNDI Ana (PPE)	10/02/1999
Council of the European Union	<b>Council configuration</b>	<b>Meetings</b>	<b>Date</b>
	Justice and Home Affairs (JHA)	2251	2000-03-27

Key events			
Date	Event	Reference	Summary
10/02/1999	Legislative proposal published	COM(1999)0032	<a href="#">Summary</a>
24/02/1999	Committee referral announced in Parliament, 1st reading		
13/10/1999	Vote in committee, 1st reading		
27/03/2000	Council position published	05378/1/2000	<a href="#">Summary</a>
13/04/2000	Committee referral announced in Parliament, 2nd reading		
09/05/2000	Vote in committee, 2nd reading		
17/05/2000	Decision by Parliament, 2nd reading	T5-0214/2000	<a href="#">Summary</a>
26/06/2000	Final act signed		
26/06/2000	End of procedure in Parliament		

10/08/2000	Final act published in Official Journal		
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Technical information	
Procedure reference	1999/0007(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Amendments and repeals	Repealed by 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 (after Amsterdam) EC 095 Rules of Procedure EP 52-p1 Rules of Procedure EP 66_o-p4
Stage reached in procedure	Procedure completed
Committee dossier	JURI/5/12660

Documentation gateway				
<b>European Parliament</b>				
Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		<a href="#">T5-0063/1999</a> <a href="#">OJ C 154 05.06.2000, p. 0023-0050</a>	27/10/1999	<a href="#">Summary</a>
Text adopted by Parliament, 2nd reading		<a href="#">T5-0214/2000</a> <a href="#">OJ C 059 23.02.2001, p. 0069-0091</a>	17/05/2000	<a href="#">Summary</a>
<b>Council of the EU</b>				
Document type		Reference	Date	Summary
Council position		<a href="#">05378/1/2000</a> <a href="#">OJ C 178 27.06.2000, p. 0001</a>	27/03/2000	<a href="#">Summary</a>
<b>European Commission</b>				
Document type		Reference	Date	Summary
Legislative proposal		<a href="#">COM(1999)0032</a> <a href="#">OJ C 089 30.03.1999, p. 0011</a>	10/02/1999	<a href="#">Summary</a>
Commission communication on Council's position		<a href="#">SEC(2000)0631</a> 	07/04/2000	<a href="#">Summary</a>
<b>Other institutions and bodies</b>				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	<a href="#">CES0552/1999</a> <a href="#">OJ C 209 22.07.1999, p. 0008</a>	26/05/1999	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act	
Directive 2000/0040 OJ L 203 10.08.2000, p. 0009	<a href="#">Summary</a>

## Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)

1999/0007(COD) - 10/02/1999 - Legislative proposal

**PURPOSE:** to reduce the number of persons killed or seriously injured in road accidents by introducing new standards regarding front underrun protection of heavy commercial vehicles. **CONTENT:** Commercial vehicles with a mass exceeding 3.5 tonnes are involved in between 25 and 30% of fatal accidents in the EU. The seriousness of a collision between a car and a heavy truck is linked to the ratio between their relative mass and speed. The ability for the occupants of the car to survive depends on the compatibility between the shock absorption structure of the car and the front structure of the heavy vehicle. For this reason, the proposed Directive lays down legislative measures that seek to improve the front underrun protection of heavy commercial vehicles. It would apply to new vehicles with type approval after a certain date and lays down a test procedure which would represent in a realistic way a typical head-on collision between a car and a heavy vehicle. The proposal integrates technical specifications drawn up by the UN ECE.

## Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)

1999/0007(COD) - 27/03/2000 - Council position

The intention of this proposal is that in the future front underrun protection devices for heavy goods vehicles are designed in such a way that a significant annual reduction in the number of deaths and injuries caused by accidents involving heavy goods vehicles should take place. The common position corresponds substantially to the Commission proposal. The Council has introduced minor amendments to the proposed text. These changes have been introduced in order to clarify the legal text. The Commission agreed to this.

## Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)

1999/0007(COD) - 17/05/2000 - Text adopted by Parliament, 2nd reading

The European Parliament approved the Council's common position on the front underrun protection of motor vehicles.

## Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)

1999/0007(COD) - 27/10/1999 - Text adopted by Parliament, 1st reading/single reading

This was a procedure without report. The proposed Directive was approved.

## Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)

1999/0007(COD) - 26/06/2000 - Final act

AIM: To reduce the number of road-accident victims by introducing new rules governing the protection of heavy goods vehicles against frontal underrun. COMMUNITY MEASURE: European Parliament and Council Directive 2000/40/EC on the approximation of the laws of the Member States relating to the front underrun protection of motor vehicles and amending Council Directive 70/156/EEC. CONTENT: The Directive introduces legislative measures designed to improve the protection of heavy goods vehicles against frontal underrun. It applies to new types of vehicle approved after a stipulated date and defines a testing procedure which will provide a realistic simulation of a typical frontal collision between a car and a heavy goods vehicle. The proposal incorporates the technical specifications compiled by the United Nations Economic Commission for Europe (UN/ECE Regulation No 93). ENTRY INTO FORCE: 10 August 2000. DEADLINE FOR NATIONAL TRANSPOSITION: 10 August 2001.

## **Car industry: front underrun protection of motor vehicles (amend. Directive 70/156/EEC)**

1999/0007(COD) - 07/04/2000 - Commission communication on Council's position

The Commission endorses the Council's common position. The safety concerns are such that this Directive should be adopted as soon as possible. It should be noted that the technical part (contained in an annex) simply contains a reference to Regulation No. 93 of the UNECE, the text of which is not included in the Directive.