

Basic information	
<p><b>2001/0317(COD)</b></p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Procedure completed
<p>Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)</p> <p>Repealed by <a href="#">2008/0100(COD)</a></p> <p><b>Subject</b></p> <p>3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 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>JURI</b>	Legal Affairs and Internal Market	GARGANI Giuseppe (PPE-DE)	19/02/2002
	<b>Former committee responsible</b>		<b>Former rapporteur</b>	<b>Appointed</b>
	<b>JURI</b>	Legal Affairs and Internal Market		
	<b>Former committee for opinion</b>		<b>Former rapporteur for opinion</b>	<b>Appointed</b>
	<b>ITRE</b>	Industry, External Trade, Research, Energy		
	<b>RETT</b>	Regional Policy, Transport and Tourism	The committee decided not to give an opinion.	
Council of the European Union	<b>Council configuration</b>		<b>Meetings</b>	<b>Date</b>
	Employment, Social Policy, Health and Consumer Affairs		2535	2003-10-20
	Agriculture and Fisheries		2500	2003-04-08
European Commission	<b>Commission DG</b>		<b>Commissioner</b>	
	Internal Market, Industry, Entrepreneurship and SMEs			

Key events			
Date	Event	Reference	Summary
07/01/2002	Legislative proposal published	COM(2001)0811 	<a href="#">Summary</a>
16/01/2002	Committee referral announced in Parliament, 1st reading		
27/03/2002	Vote in committee, 1st reading		
09/04/2002	Decision by Parliament, 1st reading	<a href="#">T5-0138/2002</a>	<a href="#">Summary</a>
08/04/2003	Council position published	<a href="#">10880/1/2002</a>	<a href="#">Summary</a>
10/04/2003	Committee referral announced in Parliament, 2nd reading		
17/06/2003	Vote in committee, 2nd reading		<a href="#">Summary</a>
17/06/2003	Committee recommendation tabled for plenary, 2nd reading	<a href="#">A5-0234/2003</a>	
01/07/2003	Decision by Parliament, 2nd reading	<a href="#">T5-0310/2003</a>	<a href="#">Summary</a>
20/10/2003	Act approved by Council, 2nd reading		
10/11/2003	Final act signed		
10/11/2003	End of procedure in Parliament		
29/01/2004	Final act published in Official Journal		

Technical information	
<b>Procedure reference</b>	2001/0317(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 (after Amsterdam) EC 095 Rules of Procedure EP 52-p1
<b>Stage reached in procedure</b>	Procedure completed
<b>Committee dossier</b>	JURI/5/16152

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		<a href="#">T5-0138/2002</a> OJ C 127 29.05.2003, p. 0025-0088 E	09/04/2002	<a href="#">Summary</a>
Committee recommendation tabled for plenary, 2nd reading		<a href="#">A5-0234/2003</a>	17/06/2003	
Text adopted by Parliament, 2nd reading		<a href="#">T5-0310/2003</a> OJ C 074 24.03.2004, p. 0024-0051 E	01/07/2003	<a href="#">Summary</a>

**Council of the EU**

Document type	Reference	Date	Summary
Council statement on its position	06848/2003	27/02/2003	
Council position	10880/1/2002 OJ C 214 09.09.2003, p. 0007-0051	08/04/2003	Summary

**European Commission**

Document type	Reference	Date	Summary
Legislative proposal	COM(2001)0811  OJ C 126 28.05.2002, p. 0225 E	07/01/2002	Summary
Commission communication on Council's position	SEC(2003)0435 	08/04/2003	Summary
Commission opinion on Parliament's position at 2nd reading	COM(2003)0547 	12/09/2003	Summary

**Other institutions and bodies**

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0512/2002 OJ C 149 21.06.2002, p. 0005	24/04/2002	

**Additional information**

Source	Document	Date
European Commission	EUR-Lex	

**Final act**

Directive 2003/0097 OJ L 025 29.01.2004, p. 0001-0045	Summary
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## Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)

2001/0317(COD) - 08/04/2003 - Commission communication on Council's position

Although the Commission regrets the extension of the proposed transition period the Commission supports the Council's Common Position in order to avoid any further delay with regard to the coming into force of the directive. The Commission made the following declaration in the Council: The Commission regrets that the transition period of 36 months prior to the mandatory application of the requirements relating to the type-approval of mirrors and supplementary devices for indirect vision does not cover all categories of new vehicles and components and that a transitional period of 72 months was chosen by the Council for passenger cars, light vans and their components.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 08/04/2003 - Council position

The Council's common position, which has been adopted unanimously, involves several changes to the Commission's initial proposal but does not change its overall orientation. Except for some technical modifications the Council also agreed on certain changes to the transition periods. Among the amendments included in the common position the following are of main importance: - a new paragraph has been added in order to postpone by 12 months the application of the directive concerning class VI front mirrors as components and their installation on vehicles; - the transition period for existing types of passenger cars (M1) and light commercial vehicles (N1) is extended from 36 to 72 months. The application dates for larger vehicles intended for the carriage of passengers and goods (M2, M3, N2, N3) have not been altered. The early application of the directive to the latter mentioned types is of major importance for the Commission as these vehicles are the main cause of accidents related to the blind spot, when drivers fail to detect other road users or pedestrians and was the main reason for the Commission to draft its proposal; - the transition period allowing Member States to grant type-approval for replacement parts intended for vehicles approved under the old regime has been extended by 12 months to 36 months; - a new paragraph has been introduced referring to special articulated vehicles composed of at least three articulated rigid parts as defined in Directive 2001/85/EC on buses. - in accordance with the extension of the transition period the Commission study about the effects of the amendment to vulnerable road users shall now be carried out within 72 months instead of 4 years after entry into force of the directive. - In Article 4 the proposed amendments to framework directive 70/156/EEC have been extended and clarified; - in accordance with the extended transition periods in Article 2 the repealing of Directive 71/127/EEC will come into effect only 72 months after entry into force of the directive instead of 24 months. Concerning the technical Annexes: - the presentation and the structure of certain Annexes and related Appendices has been modified. Appendices 1 and 3 to Annex I are new and concern the Information Document for type-approval of devices for indirect vision and of motor vehicles. The proposed Appendix 2 to Annex II and the first part of Appendix 1 to Annex III have been deleted; - some changes to the terminology have been introduced. The term "systems for indirect vision" has been replaced by "devices for indirect vision" and the definitions for different kinds of "systems" have been removed; - in Annex II, item 3 the requirement that external rear-view mirrors of vehicles of categories M1 and N1 must be equipped with an additional aspherical part has been removed; - the requirements in Annex III concerning the fitting of mirrors of classes IV, V and VI to vehicles of category N2 inferior or equal to 7.5 t have become optional instead of compulsory; - in the same Annex the requirements regarding the mounting height of class V mirrors have been extended to class VI mirrors. - in Annex III a new requirement has been introduced for vehicles of categories M2 and M3 as well as refuse collection vehicles of categories N2 superior to 7.5 t and N3, which concerns the required field of vision behind the vehicle; - furthermore a number of smaller modifications and clarifications have been introduced to the text.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 01/07/2003 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution drafted by Giuseppe GARGANI (EPP-ED, Italy) making one amendment to the common position. This stated that the Directive must also contribute to establishing a high level of protection in the context of the international harmonisation of legislation in this area. As soon as possible after the adoption of the Directive, the Commission must submit a proposal to UNECE with the aim of aligning the provisions of UNECE Regulation 46 with the provisions of the Directive.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 12/09/2003 - Commission opinion on Parliament's position at 2nd reading

The Commission states that it can accept the amendment made by Parliament with regard to submitting a proposal to the UNECE. It is in the Commission's own interest to contribute to establishing a high level of protection in the context of the international harmonisation of legislation by submitting a proposal to UNECE as soon as possible after the adoption of the legislation.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 10/11/2003 - Final act

PURPOSE : to improve the safety of road users by amending the construction requirements of certain components and introducing new technologies in order to increase the field of indirect vision for drivers of motor vehicles. LEGISLATIVE ACT : Directive 2003/97/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to the type-approval of devices for indirect vision and of vehicles equipped with these devices, amending Directive 70/156/EEC and repealing Directive 71/127/EEC. CONTENT : The aim of this Directive is to harmonise rules relating to the type-approval of devices for indirect vision and of vehicles equipped with these devices. These rules are contained in the Annexes to this Directive. Council Directive 71/127/EEC was adopted as one of the separate directives of the EC type-approval procedure which was established by Council Directive 70/156/EEC Consequently, the provisions laid down in Directive 70/156/EEC relating to vehicle systems,

components and separate technical units apply to Directive 71/127/EEC. Existing provisions, in particular in the case of categories N2, N3, M2 and M3 have proved inadequate as regards the exterior field of vision to the side, front and rear of the vehicle. In order to remedy this shortcoming, the provisions of this Directive require an extension of the field of vision. In the light of the experience gained and the present state of the art, it is now possible to amplify certain requirements of Directive 71/127/EEC in order to improve road safety and to permit the use of mirrors to be supplemented by other technologies. Directive 71/127/EEC will be repealed with effect from 24 January 2010. Since the type-approval and the conformity of production procedures are provided for in Directive 70/156/EEC, it was deemed unnecessary to repeat them in this Directive. The Annexes to Directive 70/156/EEC are amended accordingly. The relevant dates are as follows: -from 26 January 2006, Member States will refuse to grant EC type-approval and national type approval for any new type of vehicle on grounds relating to the device for indirect vision if the requirements of this Directive are not fulfilled. However, this date will be postponed by 12 months as regards the requirements concerning a class VI front mirror as a component and its installation on vehicles. -from 26 January 2010 for vehicles of categories M1 and N1, and from 26 January 2007 for all vehicles of other categories, Member States will consider certificates of conformity for new vehicles to be no longer valid for the purposes of Article 7(1) of Directive 70/156/EEC, and must prohibit the sale of vehicles on grounds relating to the device for indirect vision if the vehicles do not comply with the requirements of this Directive. As soon as possible after the adoption of this Directive, the Commission must submit a proposal to the United Nations Economic Commission for Europe with the aim of aligning the provisions of UNECE Regulation 46 with the provisions of this Directive. Finally, by 26 January 2010, the Commission must carry out a detailed study to ascertain whether the amendments introduced by this Directive are having a positive effect on road safety, in particular as regards pedestrians, cyclists and other vulnerable road users. DATE OF TRANSPOSITION : 26 January 2005. ENTRY INTO FORCE : 29 January 2004.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 09/04/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament, using its procedure without a report, approved the Commission's proposal.

## **Road safety: mirrors, systems for indirect vision on vehicles (amend. Directive 70/156/EEC, repeal. Directive 71/127/EEC)**

2001/0317(COD) - 07/01/2002 - Legislative proposal

PURPOSE : to present a proposal for a directive on the approximation of the laws of the Member States relating to the type-approval of mirrors and supplementary systems for indirect vision and of vehicles equipped with these devices and amending Directive 70/156/EEC. CONTENT : the proposal aims to improve the safety of road users by amending the construction requirements of certain components and introducing new technologies in order to increase the field of indirect vision for drivers of motor vehicles of categories M (vehicles for the carriage of passengers) and N (vehicles for the carriage of goods) and reducing the blind spots which occur in the immediate area around the vehicles. The Commission has discussed with Member States, industry and other interested parties the possibilities to reduce the risk by requiring the installation of rear-view mirrors or alternative systems with specific arrangements to reduce the blind spots around vehicles. Following general agreement in its Motor Vehicle Working Group, the Commission services established an expert ad-hoc group to improve the legal framework with regard to rear-view mirrors. The group prepared a document, which proposes significant improvements to the existing situation taking into account the technical development since the last amendment of Directive 71/127/EEC on rear-view mirrors. Although the structure of the original Directive 71/127/EEC has been maintained as much as possible the content of this directive has been altered significantly. Therefore, it is proposed to repeal Directive 71/127/EEC and its amendments and replace it by the new Directive. This is in line with the "Interinstitutional Agreement on the Common Guidelines for the Quality of drafting Community Legislation" which requires obsolete acts and provisions to be repealed. The following main modifications to Directive 71/127/EEC are foreseen: - the directive becomes mandatory for all categories of vehicle instead of being voluntary within the type-approval system for light and heavy duty commercial vehicles. This measure seeks to harmonise the requirements within the Community and to avoid divergent national solutions; - additional mirrors shall be mounted to certain vehicles (front mirrors on trucks, exterior rear mirrors on the passenger's side of passenger cars, aspherical mirrors on vehicles of categories M1 and N1) in order to increase the field of indirect vision; - certain characteristics of mirrors (e.g. curvature of the surface now 1 200mm instead of 1 800mm for main rear view mirrors) are modified according to technical progress in order to increase the field of indirect vision such as camera/monitor systems; - the provisions regarding type-approval procedures and conformity of production procedures originally covered by Directive 71/127/EEC are now taken over in Directive 70/156/EEC as last amended and therefore not anymore included in this Directive.