Basic information

2001/2216(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Road safety: pedestrian protection, commitment by the European automobile industry **Subject** 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	HEDKVIST PETERSEN Ewa (PSE)	20/11/2001

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs	The committee decided not to give an opinion.	
JURI Legal Affairs and Internal Market	HARBOUR Malcolm (PPE-DE)	27/11/2001
ITRE Industry, External Trade, Research, Energy	RÜBIG Paul (PPE-DE)	22/11/2001
ENVI Environment, Public Health, Consumer Policy	OOMEN-RUIJTEN Ria (PPE-DE)	13/09/2001

Council of the European Union

Council configuration	Meetings	Date
Competitiveness (Internal Market, Industry, Research and Space)	2371	2001-09-27
Competitiveness (Internal Market, Industry, Research and Space)	2389	2001-11-26

European Commission

Commission DG	Commissioner
Internal Market, Industry, Entrepreneurship and SMEs	

Key events

Date	Event	Reference	Summary
11/07/2001	Non-legislative basic document published	COM(2001)0389	Summary
27/09/2001	Debate in Council		
12/11/2001	Committee referral announced in Parliament		
26/11/2001	Resolution/conclusions adopted by Council		Summary
18/04/2002	Vote in committee		Summary
18/04/2002	Committee report tabled for plenary	A5-0154/2002	
13/06/2002	Decision by Parliament	T5-0323/2002	Summary
13/06/2002	Debate in Parliament		
13/06/2002	End of procedure in Parliament		
30/10/2003	Final act published in Official Journal		

Technical information

Procedure reference	2001/2216(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/15368

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0154/2002	18/04/2002	
Text adopted by Parliament, single reading		T5-0323/2002 OJ C 261 30.10.2003, p. 0389-0576 E	13/06/2002	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(2001)0389	11/07/2001	Summary

Road safety: pedestrian protection, commitment by the European automobile industry

2001/2216(COS) - 11/07/2001 - Non-legislative basic document

PURPOSE : to present a communication concerning the European automobile industry's self-commitment to enhance pedestrian protection.
CONTENT : on 21 December 2000, the Commission discussed the possibility of using an industry self-commitment to increase the protection of pedestrians and other road users from injury as a result of a collision with a motor vehicle. This communication presents the Commission's assessment of the terms of the commitment from the European Automobile Manufacturers Association (ACEA). The Commission is of the opinion that the commitment corresponds to the mandate given by the Commission in December 2000. The self-commitment would mean the introduction of a range of safety improvements both active and passive to all cars. These changes would be phased in according to an ambitious but realistic timetable. However, before taking a decision on whether to accept the industry commitment to propose traditional legislation in the form for consultation of Member States and the European Parliament. The ACEA commitment contains the following elements: - all new vehicle types will comply with a first set of passive safety measures (design features to reduce injuries when accidents occur) recommended by the Commission's Joint Research Centre from 1 July 2005. This commitment will be extended to 80% of all new vehicles from 1 July 2010. These rules will apply to 90% of new vehicles by 2011 and to 100% of new vehicles by 2012; - the industry will equip all new vehicles with Daytime Running lights from 2002 and Anti-lock Brake Systems (ABS) from 2003; - the industry will not install rigid bull bars on new vehicles nor market them as spare parts as from 2002; - the industry has commitment itself to install progressively additional active safety devices (equipment aimed at preventing accidents from happening) on all new motor vehicles. This will include electronic sensors and other features (promoted by the eEurope Action Plan); - the industry will comply with a more stringent set of pedestrian safety targets proposed by the European Enhanced Safety Vehicle Committee (EEVC). These rules will be phased in from 2010. This commitment will be expanded progressively to cover all new vehicles from 2012, and not later than from the end of 2014. The required standards will be set by EEVC technical prescriptions or other measures which are at least equivalent. This part of the commitment will be subject to a feasibility assessment to be undertaken by 1 July 2004 by a Monitoring Committee set up by the Commission, with industry participation. Finally, the industry commitment incudes provisions regarding the industry's support of future efforts by the Community to achieve international harmonisation in the area of pedestrian protection, as well as concerning compliance of the Commitment with EU competiton rules. The commitment by ACEA would cover only 80% of the Community market of passenger cars and light commercial vehicles. Negotiations are also going on with Japanese (JAMA) and South Korean (KAMA) industries and once they have signed parallel commitments by the end of the year, practically all passengercars and light commercial vehicles sold in the EU would be covered.

Road safety: pedestrian protection, commitment by the European automobile industry

2001/2216(COS) - 13/06/2002 - Text adopted by Parliament, single reading

The European Parliament adopted a esolution drafted by its rapporteur Ewa Hedkist PETERSEN (PES, Sweden) on the Commission's communication. (Please refer to the document dated 18/04/02.) On the content of the document, Parliament expressed concern about the weakening of the requirements of the first phase of the implementation of the proposed commitmnet, whilst agreeing fully with the theoretical final goal of stage two, i.e. compliance with the four EEVC tests.

Road safety: pedestrian protection, commitment by the European automobile industry

2001/2216(COS) - 26/11/2001

The Council adopted the conclusions which support the efforts undertaken by the Commission to obtain a commitment by the European automobile industry to improve pedestrian safety as well as the willingness of manufacturers to work further to achieve increased safety for vulnerable users. The Council emphasises the need to guarantee: - the legal validity of the measures envisaged and their compatibility with existing regulations, especially as regards the provisions on the type-approval and acceptance of vehicles, - transparent and uniform inspection and follow-up procedures, - the independence and objectivity of the bodies responsible for testing, - perfect competition between manufacturers, by preventing the marketing of vehicles which do not meet the requirements laid down. In conclusion, the Council emphasises that it still considers it important to adopt binding directives for all new road safety and environmental protection requirements and that the voluntary commitment cannot be introduced as a process that would discharge the political authorities from their responsibilities vis-a-vis public opinion. It invites the Commission, in addition to the measure withdrawing bull-bars, to propose as soon as possible an amendment to Directive 74/483/EEC and to examine the possibilities for banning their use on the road in the medium term. The Commission is also invited to continue preparation of directives that might supplement and, if necessary, replace the voluntary commitment.