

Basic information	
<p>2003/0226(COD)</p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p>	Procedure completed
<p>Road safety: frontal protection systems on motor vehicles (amend. Directive 70/156/EEC)</p> <p>Repealed by 2007/0201(COD)</p> <p>Subject</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	Committee responsible		Rapporteur	Appointed
	TRAN Transport and Tourism		HEDKVIST PETERSEN Ewa (PSE)	28/07/2004
	Former committee responsible		Former rapporteur	Appointed
	RETT Regional Policy, Transport and Tourism		HEDKVIST PETERSEN Ewa (PSE)	04/11/2003
	Committee for opinion		Rapporteur for opinion	Appointed
	ENVI Environment, Public Health and Food Safety		The committee decided not to give an opinion.	
	IMCO Internal Market and Consumer Protection		HARBOUR Malcolm (PPE-DE)	27/09/2004
	Former committee for opinion		Former rapporteur for opinion	Appointed
	JURI Legal Affairs and Internal Market		HARBOUR Malcolm (PPE-DE)	01/12/2003
	ENVI Environment, Public Health, Consumer Policy		The committee decided not to give an opinion.	

Council of the European Union	Council configuration	Meetings	Date
	Competitiveness (Internal Market, Industry, Research and Space)	2681	2005-10-11
European Commission	Commission DG	Commissioner	
	Internal Market, Industry, Entrepreneurship and SMEs		

Key events			
Date	Event	Reference	Summary
10/10/2003	Legislative proposal published	COM(2003)0586 	Summary
20/10/2003	Committee referral announced in Parliament, 1st reading		
16/09/2004	Committee referral announced in Parliament, 1st reading		
19/01/2005	Vote in committee, 1st reading		Summary
18/03/2005	Committee report tabled for plenary, 1st reading	A6-0053/2005	
25/05/2005	Debate in Parliament		
26/05/2005	Decision by Parliament, 1st reading	T6-0200/2005	Summary
26/05/2005	Results of vote in Parliament		
11/10/2005	Act adopted by Council after Parliament's 1st reading		
26/10/2005	Final act signed		
26/10/2005	End of procedure in Parliament		
25/11/2005	Final act published in Official Journal		

Technical information	
Procedure reference	2003/0226(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Repealed by 2007/0201(COD)
Legal basis	EC Treaty (after Amsterdam) EC 095
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/21053 RETT/5/20189

Documentation gateway
European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A6-0053/2005	18/03/2005	
Text adopted by Parliament, 1st reading/single reading		T6-0200/2005 OJ C 117 18.05.2006, p. 0023-0168 E	26/05/2005	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	03640/3/2005	26/10/2005	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2003)0586 	10/10/2003	Summary
Commission response to text adopted in plenary	SP(2005)2482	16/06/2005	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0047/2004 OJ C 112 30.04.2004, p. 0018-0020	31/03/2004	
EESC	Economic and Social Committee: opinion, report	CES0503/2004	31/03/2004	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Directive 2005/0066 OJ L 309 25.11.2005, p. 0037-0054	Summary
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Road safety: frontal protection systems on motor vehicles (amend. Directive 70/156/EEC)

2003/0226(COD) - 26/05/2005 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a report drafted by Ewa HEDKVIST PETERSEN (PES, SE) setting out a series of compromise amendments agreed with the Council. These amendments specify more rigorous conditions for the frontal protection systems to pass the test. Tests require that frontal protection systems are designed in a way that improves pedestrian safety and reduces the number of injuries.

The Directive will be reviewed in the light of further research and experience gained during the first four years of its application. The Commission will review the technical provisions of the Directive and, in particular, the conditions for requiring the Upper Legform to Frontal Protection System "Bumper" test, the inclusion of an Adult Headform to Frontal Protection System test and the specification of a Child Headform to Frontal Protection System test.

This Directive does not affect the Member States' competence to ban or to restrict the use of those frontal protection systems which were placed on the market as separate technical units before the entry into force of this Directive.

Road safety: frontal protection systems on motor vehicles (amend. Directive 70/156/EEC)

2003/0226(COD) - 26/10/2005 - Final act

PURPOSE : to improve pedestrian and vehicle safety by laying down technical requirements for the type-approval of motor vehicles as regards frontal protection systems.

LEGISLATIVE ACT: Directive 2005/66/EC of the European Parliament and of the Council relating to the use of frontal protection systems on motor vehicles and amending Council Directive 70/156/EEC.

CONTENT : This Directive aims to improve pedestrian and vehicle safety through passive measures. It lays down technical requirements for the type-approval of motor vehicles as regards frontal protection systems supplied as original equipment fitted to vehicles or as separate technical units. The Council accepted all the amendments voted by the European Parliament at first reading.

Under the new rules, frontal protection systems for motor vehicles of class M1 (up to 8 persons) and N1 (goods up to 3,5 tonnes) must comply with testing requirements proving that are designed in a way that improves pedestrian safety and reduces the number of injuries.

The directive, which is part of the European road safety action programme, may be supplemented by national measures to prohibit or restrict the use of frontal protection systems already on the market before its entry into force.

Not later than 25 August 2010, in the light of technical progress and experience, the Commission shall review the technical provisions of the Directive and, in particular, the conditions for requiring the Upper Legform to Frontal Protection System test, the inclusion of an Adult Headform to Frontal Protection System test and the specification of a Child Headform to Frontal Protection System test. The results of this review will be the subject of a report from the Commission to the European Parliament and the Council.

ENTRY INTO FORCE : 15/12/2005.

DATE OF TRANSPOSITION : 25/08/2006.

Road safety: frontal protection systems on motor vehicles (amend. Directive 70/156/EEC)

2003/0226(COD) - 10/10/2003 - Legislative proposal

PURPOSE : to establish technical requirements for the type-approval of motor vehicles as regards frontal protection systems supplied as original equipment fitted to vehicles or as separate technical units. **PROPOSED ACT :** Directive of the European Parliament and of the Council. **CONTENT :** Systems providing additional frontal protection of motor vehicles ("frontal protection systems") have been increasingly used in recent years. Some of these systems constitute a risk to the safety of pedestrians and other road users in the case of a collision with a motor vehicle. This proposal aims to provide added protection to pedestrians and other vulnerable road users in the event of a collision with a motor vehicle fitted with a frontal protection system. It lays down requirements that must be complied with by frontal protection systems either as originally fitted to a vehicle or put on the market as separate technical units. As the construction of motor vehicles is covered by framework Directive 70/156/EEC establishing the EC type-approval system for vehicles, components and separate technical units, the proposed requirements will also be part of that system. Road accident statistics indicate that a significant proportion of casualties involve pedestrians and cyclists who are injured as a result of contact with a moving vehicle and notably the frontal structures of passenger cars. The Parliament, in its report of June 2002, invited the Commission to propose legislation banning rigid bull bars supplied as after market equipment. The scope of this Directive has been limited to vehicles of categories M1 and N1 up to 3.5 tonnes: since these vehicle categories represent the vast majority of vehicles currently in use, the proposed measures will have the widest practicable effect in reducing pedestrian injuries. The prescribed requirements for frontal protection systems are laid down in the form of tests, which are described in Section 4 of Annex I to the proposal. As of 1 July 2005, Member States will no longer grant EC type-approval for a type of vehicle on grounds relating to the fitting of frontal protection systems, or for a type of frontal protection system as separate technical unit, if the requirements of the Annexes of this Directive are not fulfilled. As of 1 January 2006 all new vehicles that are fitted with frontal protection systems and all new frontal protection systems put on the market will have to comply with the proposed requirements. The requirements will be tested according to detailed technical prescriptions which will be set out by the Commission in accordance with Article 13 of Directive 70/156/EEC.