

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	2003/0226(COD) Procedure completed
Road safety: frontal protection systems on motor vehicles (amend. Directive 70/156/EEC) Repealed by 2007/0201(COD)	
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	
	TRAN Transport and Tourism		28/07/2004	
		PSE HEDKVIST PETERSEN Ewa		
	Former committee responsible			
	RETT Regional Policy, Transport and Tourism		04/11/2003	
		PSE HEDKVIST PETERSEN Ewa		
	Committee for opinion	Rapporteur for opinion	Appointed	
	ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.		
Council of the European Union	IMCO Internal Market and Consumer Protection		27/09/2004	
		PPE-DE HARBOUR Malcolm		
	Former committee for opinion			
	JURI Legal Affairs and Internal Market		01/12/2003	
		PPE-DE HARBOUR Malcolm		
	ENVI Environment, Public Health, Consumer Policy	The committee decided not to give an opinion.		
Council of the European Union	Council configuration	Meeting	Date	
	Competitiveness (Internal Market, Industry, Research and Space)	2681	11/10/2005	
European Commission	Commission DG Internal Market, Industry, Entrepreneurship and SMEs	Commissioner		

Key events			
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	Results of vote in Parliament		
26/05/2005	Decision by Parliament, 1st reading	T6-0200/2005	Summary
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
	Repealed by 2007/0201(COD)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

Legislative proposal		COM(2003)0586	10/10/2003	EC	Summary
Economic and Social Committee: opinion, report		CES0047/2004 OJ C 112 30.04.2004, p. 0018-0020	31/03/2004	ESC	
Economic and Social Committee: opinion, report		CES0503/2004	31/03/2004	ESC	
Committee draft report		PE347.124	15/09/2004	EP	
Committee opinion	IMCO	PE349.795	14/12/2004	EP	
Amendments tabled in committee		PE350.225	16/12/2004	EP	
Amendments tabled in committee		PE353.290	21/12/2004	EP	
Committee report tabled for plenary, 1st reading/single reading		A6-0053/2005	18/03/2005	EP	
Text adopted by Parliament, 1st reading/single reading		T6-0200/2005 OJ C 117 18.05.2006, p. 0023-0168 E	26/05/2005	EP	Summary
Commission response to text adopted in plenary		SP(2005)2482/2	16/06/2005	EC	
Draft final act		03640/3/2005	26/10/2005	CSL	

Additional information

European Commission

[EUR-Lex](#)

Final act

[Directive 2005/66](#)

[OJ L 309 25.11.2005, p. 0037-0054](#) Summary

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

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.?

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

The committee adopted the report by Ewa HEDKVIST PETERSEN (PES, SE) broadly approving the proposal, subject to a number of amendments under the 1st reading of the codecision procedure. MEPs stressed that the directive was part of the European road safety action programme and was aimed at improving pedestrian and vehicle safety through passive measures.

The committee said that the Commission should add new provisions to Annex 1 for the rig testing of resilient frontal protection systems intended for sale as vehicle accessories in order to afford a standard of pedestrian protection equivalent to that provided by Directive 2003/102/EC.

MEPs also felt that, in such a rapidly-evolving field, legislation that was too far-reaching could become obsolete after some years. They therefore wanted to introduce a degree of flexibility with regard to the test requirements in Annex 1, so that new research results could be taken into account. They accordingly proposed slightly less stringent test requirements than those laid down by the Commission and also provided for the Commission to review the technical provisions of the directive, "in the light of technical progress and experience", no later than four years and nine months after it had been published. The Commission would have to report to Parliament and Council on the results of the review and adapt the directive where necessary.

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

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)

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.