

European Communities

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(motor vehicles)
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Report

drawn up on behalf of the Committee on Regional Policy, Regional Planning and Transport

on the proposal from the Commission of the European Communities to the Council (Doc. 485/75) for a directive on the approximation of the laws of the Member States relating to the field of vision of motor-vehicle drivers

Rapporteur: Mr K. NYBORG

PE 44.369/fin.

By letter of 12 January 1976 the President of the Council of the European Communities requested the European Parliament, pursuant to Article 100 of the EEC Treaty, to deliver an opinion on the proposal from the Commission of the European Communities to the Council for a directive on the approximation of the laws of the Member States relating to the field of vision of motor-vehicle drivers.

The President of the European Parliament referred this proposal to the Committee on Regional Policy, Regional Planning and Transport as the committee responsible and to the Committee on Economic and Monetary Affairs for its opinion.

On 9 March 1976 the Committee on Regional Policy, Regional Planning and Transport appointed Mr Nyborg rapporteur.

It considered this proposal at its meeting of 27 April 1976 and unanimously adopted the motion for a resolution and explanatory statement.

Present: Mr Evans, chairman; Mr Nyborg, vice-chairman and rapporteur; Mr De Clercq, Mr Ellis, Mr Hamilton, Mr Herbert, Mrs Kellett-Bowman, Mr Mitterdorfer, Mr Mursch, Mr Osborn, Mr Schwörer (deputizing for Mr Colin) and Mr Seefeld.

The opinion of the Committee on Economic and Monetary Affairs is attached.

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A

The Committee on Regional Policy, Regional Planning and Transport hereby submits to the European Parliament the following motion for a resolution, together with explanatory statement

MOTION FOR A RESOLUTION

embodying the opinion of the European Parliament on the proposal from the Commission of the European Communities to the Council for a directive on the approximation of the laws of the Member States relating to the field of vision of motor-vehicle drivers

The European Parliament,

- having regard to the proposal from the Commission of the European Communities to the Council¹;
- having been consulted by the Council pursuant to Article 100 of the EEC Treaty (Doc. 485/75);
- having regard to the report of the Committee on Regional Policy, Regional Planning and Transport and the opinion of the Committee on Economic and Monetary Affairs (Doc. 94/76);

approves the Commission's proposal.

¹ O.J. No. C 54, 8.3.1976, p. 14

EXPLANATORY STATEMENT

1. The proposed directive covers the forward field of vision of drivers of private motor vehicles, and stems from the Council Directive of 6 February 1970 for EEC type approval procedure¹. The standards proposed are closely related to those of the Economic Commission for Europe, and your Rapporteur welcomes this particularly in view of the fact that the trade in motor vehicles is inter-continental as well as international and that there are very wide differences of construction between the average European and the average American car, for example.
2. As the explanatory statement indicates, it was necessary to draw up requirements which would not oblige Community car manufacturers to make substantial modifications to vehicles intended for export to third countries. It is hardly necessary to point out the vital role that export plays in Community car manufacture and the need to avoid any measures which would jeopardize the export trade.
3. Although the Committee on Regional Policy, Regional Planning and Transport have often put forward amendments where road safety is concerned to make the proposed standards compulsory, there are cases when this is not appropriate, and your Rapporteur feels that this is one such. In the first place, crucial though it is, the field of forward vision does not present the same problems as rear vision, and for obvious reasons it is highly unlikely that cars would come, or remain long, on the market if their forward vision was inadequate. Secondly motor car design is subject to so many changes that it might prove impractical to provide for compulsory minimum standards when it would be necessary to change those standards fairly frequently.
4. Your Rapporteur considers therefore that Parliament can approve this proposal without amendment.

¹ O.J. No L 42, 23.2.1970

OPINION OF THE COMMITTEE ON ECONOMIC AND MONETARY AFFAIRS

Letter from Mr Mitterdorfer, draftsman of the opinion, to Mr Evans, chairman of the Committee on Regional Policy, Regional Planning and Transport

Brussels, 13.4.1976

Dear Mr Chairman,

At its meeting of 12 and 13 April, the Committee on Economic and Monetary Affairs considered the proposals for Directives on the approximation of the laws of the Member States relating to the permissible sound level and to the exhaust system of motor cycles (Doc. 478/75) and to the field of vision of motor-vehicle drivers (Doc. 485/75), on which it had been asked for its opinion.

Member States' divergent legislation on sound levels and drivers' field of vision obstructs the free trade in motor cycles (Doc. 478/75) and motor vehicles (Doc. 485/75).

Approximation of these laws will contribute to the realization of free trade in these commodities. However, the method of harmonization chosen, i.e. optional harmonization, will not remove all the barriers to trade. Moreover, this method is even less appropriate where these proposals have a bearing on protection of the environment and safety, and total harmonization is therefore to be recommended. In the long term, optional harmonization ought to be replaced by total harmonization.

With this reservation, the Committee on Economic and Monetary Affairs unanimously adopted the Commission proposals¹.

I would ask you to consider this letter as the opinions requested on 14 January (Doc. 478/75) and 15 January (Doc. 485/75).

(sgd.) K. MITTERDORFER
Draftsman of the opinion

¹ Present: Mr Van der Hek, chairman; Mr Mitterdorfer, draftsman; Lord Ardwick, Mr Artzinger, Mr Clerfaÿt, Mr Delmotte, Mr Deschamps, Mr Dykes, Mrs Kellett-Bowman (deputizing for Sir Brandon Rhys-Williams), Mr Lange, Mr Normanton, Mr Nyborg and Mr Suck.

