PRESS NOTICE **MONDAY 19 MAY 2003**

Are MEPs going to compromise on safer car fronts for vulnerable road users to accommodate industrial convenience?

On 21-22 May, the European Parliament is going to discuss in three different Committees the European Commission's legislative proposal on safer car fronts, which failed to implement with certainty the 22-years research-based EEVC pedestrian crash tests [1], developed with the help of 10 millions euros of national public funds.

Giving in to the industry's lobbying against the state of the art EEVC tests, the current Commission proposal makes these four tests subject to a feasibility study and allows active safety measures (to prevent accidents from happening) as a possible alternative to the EEVC crash tests. How could the European Commission make citizens believe that active measures, like better braking or collision avoidance, could be equivalent to safer car fronts?

It would be difficult to understand why the European Parliament, which acknowledged in its Resolution that "EEVC should be regarded as the institution which is in the forefront of research in road safety world wide and particularly in the field of pedestrian protection"[2], would agree to subject EEVC to a feasibility study one year later.

"Will the Parliament stick to its June 2002 Resolution where it requested certain implementation of EEVC, or will it submit to the dubious arguments of European car makers. These are the two questions that decide over the level of political will to make lives of European citizens safer. "said ETSC Director Dr Jörg Beckmann.

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[1] EEVC (European Enhanced Vehicle-safety Committee) is a consortium of Member States (France, Germany, Italy, the Netherlands, Spain, Sweden and the United Kingdom), national transport laboratories and industry, established to focus on crash safety. If implemented, EEVC pedestrian crash tests could save up to 2,000 lives annually at EU level.
[2] Paragraph 16 of the European Parliament Resolution 319.165 of 13 June 2002.