

Mr Walter Nissler from DG MOVE, responsible for road safety, was introduced to explain the situation. It is unclear what the implications are for the new CRS regulation with a new UNECE number when used by the public on EU roads. On this side of the playing field we have a Directive of the Council and European Parliament (91/671/EEC as amended by 2003/20/EC) in which Directive 77/541/EEC and R44 are directly referred to in terms of CRS. Directive 77/541/EEC is repealed by the General Safety Regulation 661/2009 and leaves only R44 as an option. These requirements are embedded in the Articles of the Directive. It is unclear how any reciprocal recognition to a new UNECE regulation would be valid in this case. The Directive may need to be adapted to reflect the new UNECE regulation number covering the new CRS. We would have to make a new application which has to first have a cost benefit analysis done and to go through a number of further steps before it can be adopted by Council and EP. This process could take 5 years. There was a lengthy discussion about the Directive for seatbelt wearing and the conclusion was that the Commission will need to look at the legal possibilities, but it was also recognized that there could be a very lengthy route of co-decision necessary to allow new CRS in cars on EU roads.