

Thursday 10 March 2011

- A. whereas society's wealth and stability derive from its diversity of entrepreneurship, and whereas associations, mutual societies and foundations contribute to that diversity by providing a distinctive business model based on core values, namely solidarity, democratic supervision and preferring social objectives over gain,
 - B. whereas, while associations, mutual societies and foundations have so far developed in a primarily national context, they need to improve cross-border access in order to maximise their entrepreneurial potential in the EU,
1. Notes that there is a need to create a 'level playing field' that provides associations, mutual societies and foundations with instruments and opportunities equivalent to those available to other organisational legal structures, thereby giving a European dimension to their organisation and activities;
 2. Calls on the Commission to take the necessary steps to introduce proposals for European statutes for associations, mutual societies and foundations, to propose a feasibility study and an impact assessment for the statutes for associations and mutual societies, and to complete the impact assessment for the statute for foundations in due course;
 3. Instructs its President to forward this declaration, together with the names of the signatories ⁽¹⁾, to the Commission, the Council and the governments and parliaments of the Member States.

⁽¹⁾ The list of signatories is published in Annex 1 to the Minutes of 10 March 2011 (P7_PV(2011)03-10(ANN1)).

Heavy goods vehicle collisions

P7_TA(2011)0102

Declaration of the European Parliament of 10 March 2011 on heavy goods vehicle collisions

(2012/C 199 E/25)

The European Parliament,

— having regard to Rule 123 of its Rules of Procedure,

- A. whereas heavy goods vehicles (HGVs) make up 3 % of the EU vehicle fleet, but give rise to 14 % of fatal collisions, amounting to more than 4 000 annual fatalities in the 27 Member States of the European Union,
- B. whereas in Europe every year, some 400 people, mostly unprotected road users such as cyclists, motorcyclists and pedestrians, are killed because of HGV 'blind spots',
- C. whereas many of these fatalities could be avoided by the full installation of mirrors or increasingly cheap camera-monitor devices, active warning systems, advanced emergency braking and lane departure warning systems,
- D. whereas significant and dangerous blind spots remain around HGVs despite the increased visibility requirements of Directives 2003/97/EC and 2007/38/EC for newly registered HGVs and HGVs in circulation respectively,
- E. whereas the 2007 requirements are weaker than those of 2003 and have been insufficiently implemented by Member States, despite the EU's aspiration to cut road fatalities by half,

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1. Urges the Commission to speed up its evaluation of Directive 2007/38/EC and to revise it in order to align it with technological advancement and with the latest indirect vision equipment requirements for newly registered trucks, so as to ensure an optimum level of safety;
 2. Urges the Commission to ensure that no exemptions are provided to the mandatory fitting of advanced emergency braking systems and lane departure warning systems in accordance with General Safety Regulation (EC) No 661/2009;
 3. Instructs its President to forward this declaration, together with the names of the signatories ⁽¹⁾, to the Council and the Commission.
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⁽¹⁾ The list of signatories is published in Annex 2 to the Minutes of 10 March 2011 (P7_PV(2011)03-10(ANN2)).