

Transmitted by the expert from the Netherlands

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agenda item 7 (c))

## **Proposal for the 02 series of amendments to UN Regulation No. 74 (Installation of lighting and light-signalling devices for mopeds)**

The text reproduced below was prepared by the expert from the Netherlands, with input by the experts from Finland ~~and~~ Italy, France and Germany, with the aim to require mandatory installation of direction indicators on mopeds. This document complements ECE/TRANS/WP.29/GRE/2019/2 and shows in a distinct way modifications to the original proposal in ECE/TRANS/WP.29/GRE/2018/52.

## I. Proposal

Paragraph 4.2., amend to read:

"4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 0102 for the Regulation in its 0102 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign this number to another vehicle type or to the same vehicle type submitted with equipment not specified in the list referred to in paragraph 3.2.2. above, subject to the provisions of paragraph 7. of this Regulation. "

Insert a new paragraph 5.14.8., to read:

"5.14.8. direction indicator lamps<sup>4</sup> (paragraph 6.8.) "

Insert a new footnote 4, to read:

"<sup>4</sup> Direction indicator lamps are mandatory on vehicles with a maximum design speed exceeding 25 km/h."

Paragraph 5.15.4., amend to read:

"5.15.4. direction-indicator lamps<sup>5</sup> (paragraph 6.8.)

Insert a new footnote 5, to read:

"<sup>5</sup> Direction indicator lamps are optional on vehicles with a maximum design speed not exceeding 25 km/h (output of auxiliary propulsion is cut off at a vehicle speed  $\leq$  25 km/h)."

The following footnotes, renumber accordingly.

Insert new paragraphs 12.4. to 12.9., to read:

"12.4. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this ~~UN~~ Regulation shall refuse to grant or refuse to accept ~~UN-type\_~~approvals under this ~~UN~~ Regulation as amended by the 02 series of amendments.

12.5. As from [1 September 2023], Contracting Parties applying 02 series of amendments of this ~~UN~~ Regulation shall grant ~~UN-type\_~~approvals ~~for the purpose of placing on their respective markets~~ only if the vehicle type to be approved meets the requirements of this ~~UN~~ Regulation as amended by the 02 series of amendments.

12.6. As from [1 September 2023], Contracting Parties applying this ~~UN~~ Regulation, shall not be obliged to accept ~~UN-type\_~~approvals, granted according to the series preceding 02 series of amendments, first issued after [1 September 2023].

12.7. Contracting Parties applying this ~~UN~~ Regulation shall continue to accept ~~UN-type\_~~approvals, granted according to the series preceding 02 series of amendments to this ~~UN~~ Regulation, first issued before [1 September 2023].

12.8. Contracting Parties applying this ~~UN~~ Regulation shall not refuse to grant extensions of ~~UN-type\_~~approvals, the latter first issued before [1

September 2023], for existing types, which have been granted according to any series preceding 02 series of amendments to this ~~UN~~ Regulation.

- 12.9. **Notwithstanding the transitional provisions above, Contracting Parties whose application of this ~~UN~~ Regulation comes into force after the date of entry into force of the 02 series of amendments are not obliged to accept ~~UN~~-type-approvals which were granted in accordance with any of the series preceding 02 series of amendments to this ~~UN~~ Regulation. "**

## **II. Justification**

1. The Netherlands would like to propose that the installation of direction indicator lamps becomes mandatory on mopeds, as they are already mandatory for many years on motorcycles, to enhance safety. In addition, most of today's mopeds appear to already be equipped with direction indicators.

2. The increase of the use of fast moving mopeds on the regular road (instead of on dedicated cycle ways), in particular of the so-called "speed-pedelegs", has shown a growing need for direction indicators on such vehicles. In a recent study by the Institute for Road Safety Research in the Netherlands (SWOV) it was acknowledged that for the time being the "speed-pedelegs" do not have the same rear light configuration as most mopeds do.

3. However, it is suggested to first consider the mandatory installation of direction indicators on mopeds with a maximum design speed exceeding 25 km/h. Thus leaving the installation of direction indicators optional on mopeds with a maximum design speed not exceeding 25 km/h, like e.g. certain electrically assisted bicycles (regular "e-bikes").

4. To allow all stakeholders (government administrations, type-approval authorities, manufacturers, etc.) sufficient lead time, a transitional period of approximately 4 years is proposed.

5. Since the earliest date of entry into force that can be foreseen for this revised proposal would be autumn 2019, the proposed end date for the envisaged transitional period (approximately 4 years) has been adjusted accordingly.

6. After discussion of document ECE/TRANS/WP.29/GRE/2018/52, during its 80<sup>th</sup> session in October 2018, GRE invited the proponent to redraft the transitional provisions and to submit a revised document for consideration to the next session. Such revised proposal is contained in this document.