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**REVISION OF THE CONSOLIDATED RESOLUTION
ON ROAD TRAFFIC (R.E.1)**

Daytime use of lights

Note by the secretariat

The members of WP.1 will find below a draft text amended following discussion of the daytime use of lights at the forty-ninth session. Changes to the text of document TRANS/WP.1/2005/17/Rev.2 appear in bold.

R.E.1 Section concerning the daytime use of lights

Chapter 1. General rules concerning behaviour in traffic

...

1.6 Daytime use of lights

1.6.1 Context

According to the statistics, a significant number of accidents are attributable to failure to notice another vehicle in time, especially at junctions.

Thus, in order to improve perception of vehicles, more and more countries are making it compulsory to switch on lights in daytime on motor vehicles with four wheels, as a survey carried out [...] among the countries of the UNECE region (14 European Union countries) has shown.

Generally speaking, the introduction of this measure is strongly opposed by most motorcyclists in countries where motorcyclists are obliged, in daytime, to switch on their passing beams or daytime running lights (dedicated lights). The Vienna Convention on Road Traffic (art. 32.6) imposes a similar obligation.

The daytime use of lights on vehicles with four wheels has been the subject of a number of studies and research projects in various countries. These studies indicate that:

- **There are theoretical grounds for believing that the daytime use of lights improves perception, particularly peripheral perception (the manoeuvres of other road users within the driver's peripheral field of vision are more readily perceived), and that it therefore helps to prevent accidents;**
- **The most vulnerable categories of users such as pedestrians and cyclists are no less visible when all vehicles drive with their lights switched on;**
- **No negative impact on the visibility of motorcyclists has been noted;**
- **The studies on the effects of daytime lights are quite consistent and show favourable results overall. The intensity of the effects of daytime lights varies, however, according to light conditions depending on the country's latitude, with more important effects in countries located in the North than in those located in the South;**
- **The use of daytime lights would cut the number of accidents in daylight involving vehicles with four wheels by 5-15 per cent.**

According to **some** studies, daytime use of lights **would thus enable** better protection to be provided to all road users, including pedestrians, cyclists and motorcyclists, who are not perceived any the less clearly, since with a better view of approaching vehicles they can modify their behaviour accordingly.

It is, however, acknowledged that daytime use of **lights** entails an increase in petrol consumption **ranging from 0.3 per cent for daylight running lights to 1.5 per cent for passing beams.**

In many countries that have already introduced legislation on the daytime use of lights, it has been noted that opposition to this measure has died down considerably and that acceptance has generally been high following implementation.

That said, the above-mentioned survey among the countries of the UNECE region **has revealed different approaches to enforcing the obligation to drive in daylight with the vehicle's lights switched on. Thus, depending on the country, this obligation has been introduced either on a permanent or a seasonal basis, and sometimes, in both cases, with a restriction in certain places (for example, on motorways).**

This survey also showed that other countries **were envisaging the introduction of such a measure**, more or less in the long term. Of these countries, some have opted for a progressive introduction by initially recommending that drivers of vehicles with four or more wheels should switch on their passing beam on a voluntary basis so that users will become more willing to accept it. Other countries prefer to wait for the mandatory introduction on vehicles with four or more wheels of daytime lights that switch on automatically when the engine is turned on. The advantage of these lights is that they are less dazzling and consume less fuel than the passing beam. It is already possible to install them under Regulations Nos. 48 and 87 annexed to the 1958 Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts. It is, however, for the countries to introduce at the national or regional level appropriate legislation authorizing the use of these lights.

1.6.2 Recommendations

On the basis of the above, countries that plan to introduce daytime use of lights should give thought to the best strategy for their particular circumstances but should at the very least encourage vehicle manufacturers to install daytime lights that switch on automatically.

In any event, the introduction of such a measure, whatever its nature (behavioural and/or technical) and scope (limited or general), should be accompanied by a large-scale public information campaign using all available media.
