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World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

Fifty-seventh session

Geneva, 26-30 March 2007

Item 17.3. of the provisional agenda

NEW AGENDA ITEMS

Regulation No. 87
(Daytime running lamps)

Proposal for draft amendments to Regulation No. 87

Submitted by the expert from the Federation of European Motorcyclists' Associations

The text reproduced below was prepared by the expert from the Federation of European Motorcyclists' Associations (FEMA) recommending to reduce the minimum and maximum candela values in order to maintain the necessary conspicuity of motorcyclists and other groups of vulnerable road users. The modifications to ECE/TRANS/WP.29/2006/92 are marked in **bold** characters.

Note: This document is distributed to the Experts of the Working Party on Lighting and Light-Signalling (GRE) only.

A. PROPOSAL

Paragraph 7.1., amend to read:

"7.1. The luminous intensity of the light emitted by each lamp shall not be less than **200 cd** in the axis of reference."

Paragraph 7.2.2., amend to read:

"7.2.2. not exceed **600 cd** in any direction the lamp is visible."

B. JUSTIFICATION

FEMA believes that the specified minimum and maximum candela specified in Regulation No. 87, as adopted by the World Forum for Harmonization of Vehicle Regulations (WP.29) at its November 2006 session (ECE/TRANS/WP.29/2006/92), are too high and will result in circumstances where the use of dedicated running lamps on all vehicles will result in a subsequent reduction in the conspicuity of motorcyclists and possibly also of other groups of vulnerable road users.

FEMA stresses that this is not an academic consideration. The most comprehensive investigation ever undertaken into motorcycle accidents, The Motorcycle Accident In-Depth Study (MAIDS), which undertook an in depth analysis of over 900 motorcycle accidents in five European countries during 1999 and 2000, identified that in 62.7 per cent of accidents involving a motorcycle and another vehicle, the driver of the other vehicle did not see, or saw too late, the motorcyclist.

That the 400 candela minimum and 1,200 candela maximum will lead to a loss of motorcycle conspicuity in some circumstances is a view that is not only held by all the international and national riders' organizations recognized by the United Nations, but also by certain Governments. Of particular note are the position of the Japanese Government (see ECE/TRANS/WP.29/2007/15, part B.2) and that of the Government of the United Kingdom. Also a number of research institutions believe that the minimum and maximum candela established in Regulation No. 87 are too high. Notably the Transport Research Laboratory of the United Kingdom, who are of the view that a minimum of 200 candelas and a maximum of 600 candelas would result in beneficial conspicuity for cars without adversely affecting the conspicuity of motorcyclists.

Whilst this document is submitted by the expert from FEMA, a federation of 24 national motorcycle riders' organizations, it is also fully supported by all motorcycle users' organizations with United Nations' consultative status. These being the Federation Internationale de Motocyclisme, the American Motorcyclists' Association and the Motorcycle Riders' Foundation of the United States. FEMA is also aware that its concerns regarding DRLs are shared by other international organizations representing other groups of vulnerable road users
