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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 4.13. of the provisional agenda

REGULATION No. 48
(Installation of lighting and light-signalling devices)

Proposals for the 04 series of amendments

Proposal for draft amendments to Regulation No. 48

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) in order to ensure that current provisions, allowing Contracting Parties to forbid the installation of daytime running lamps (DRL), are not deleted from the Regulation. The modifications to ECE/TRANS/WP.29/2007/20, which is expected to be considered by the World Forum for Harmonization of Vehicle Regulations (WP.29) at its March 2007 session, are marked in **bold** or ~~strikethrough~~ characters.

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

A. PROPOSAL

Paragraphs 6.19. and 6.19.1., amend to read (including the re-insertion of the current footnote 8/ text):

"6.19. DAYTIME RUNNING LAMP (~~Regulation No. 87~~) 8/

6.19.1. Presence

~~(Mandatory)~~ **Optional** on motor vehicles. Prohibited on trailers.

8/ The installation of this device may be forbidden on the basis of national regulations."

B. JUSTIFICATION

FEMA believes that the position regarding daytime running lamps (DRLs) contained in the Vienna Convention is the correct one, namely that their use should be mandatory for motorcycles but any requirement for DRL on all vehicles should be left to national administrations. FEMA does not believe that within the provisions the 1958 Agreement and through the processes of WP.29, articles of another separate and distinct international agreement, established through the processes of another United Nations Economic Commission for Europe (UNECE) working party (Working Party on Road Traffic Safety (WP.1)), can be fundamentally changed or negated.

FEMA further believes that the case for DRLs for all vehicles as envisaged in ECE/TRANS/WP.29/2007/20 has not been adequately made, particularly with regard to its possible effects on the safety of vulnerable road users. FEMA further believes that the claimed benefits for it have been overstated and the research on which it has been justified can be questioned both in terms of its scope and quality. In support of these beliefs, FEMA would refer GRE and WP.29 to the research work undertaken by the Transport Research Laboratory of the United Kingdom at the behest of the Department for Transport of the United Kingdom.

FEMA shares the concerns raised by the representative of Japan at the November 2006 session of WP.29. However, FEMA does not believe that the envisaged terms under which GRE were asked to further consider the 04 series of Amendments to Regulation No. 48, namely an amendment to exclude countries not applying Regulation No. 87, are in the best interests of road safety or of good international rule making. The Japanese Government is not alone in voicing concerns about DRLs for all vehicles. The governments of the United Kingdom and, FEMA understands, Greece, also have serious reservations about compulsory DRLs for all vehicles.

Also 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.

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