

Distr.: General
28 August 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Road Traffic Safety

Sixty-ninth session

Geneva, 22-24 September 2014

Item 3 (a) of the provisional agenda

Convention on Road Traffic (1968):

**Consistency between the Convention on Road Traffic (1968)
and Vehicle Technical Regulations**

Draft proposal for amendments to the Convention

Submitted by Laser Europe

As announced at the March session of WP.1 Laser Europe has prepared a draft proposal to amend the Vienna Convention as it could be presented in New York for adoption, including a draft explanatory memorandum to all the modifications proposed (not available in English).

The proposed amendment is a synthesis of all the documents already considered by WP.1 or under review (References are given provisionally in the text) and has some suggestions for changes to the texts already adopted which aim at either ensuring better coherence or filling omissions in Chapter II (technical prescriptions).

Laser Europe also proposes a restructuring of Chapter II of Annex 5 which aims to improve clarity and understanding and also to avoid changing any paragraph numbering of chapters III, IV and V of the Annex 5, which could cause errors. To facilitate the reading of Chapter II restructured, it should refer to the table for the new paragraphs with those of TRANS / WP.1 / 2011/4 / Rev.3. (see the other informal document).

For more information:

- Any changes to the current text of the Vienna Convention are **in bold**;
- The new amendments suggested by Laser Europe are ***highlighted in bold italics***;
- Changes to the English text only are **highlighted in bold**.

I. Proposed amendments to the 1968 Convention on Road Traffic

A. Amendments to the main text of the Convention

ARTICLE 1 (Definitions) (*see ECE / TRANS / WP.1 / 2012/8*)

Replace subparagraph (u) by the following:

"(u) " Articulated vehicle" means:

-A combination of vehicles comprising ~~either~~ a motor vehicle and semi-trailer coupled to the motor vehicle, **provided that no transport of persons is operated in the semi- trailer;**

-or a vehicle which consists of two or more rigid sections which articulate relative to one another; the passenger compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in a workshop;”

ARTICLE 8 (Drivers)

Insert after paragraph 5 a paragraph 5 bis to read:

« 5 bis. Vehicle systems which influence the way vehicles are driven shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13 of this Convention, when they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles (*).

Vehicle systems which influence the way vehicles are driven and are not in conformity with the aforementioned conditions of construction, fitting and utilization, shall be deemed to be in conformity with paragraph 5 of this Article and with paragraph 1 of Article 13 of this Convention, when such systems can be overridden or switched off by the driver.»

ARTICLE 25bis (Special regulations for tunnels indicated by special road signs) (*see document ECE/TRANS/WP.1/2011/4/Rev.3*).

* - The UN Regulations annexed to the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" done at Geneva on 20 March 1958. *or*

- The UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

Amend paragraph 2 to read:

“2. Even if the tunnel is lit, all drivers shall **ensure that the driving or passing beam headlamps are switched on.**”

ARTICLE 32 (Rules of the use of lamps) (*basis document ECE/TRANS/WP.1/2011/4/Rev.3*)

Amend and supplement the paragraphs of Article 32 to read:

“Paragraph 1, subparagraphs (a) (English version only) and (b)

(a) On power-driven vehicles and mopeds the driving **beam headlamps** or passing **beam headlamps** and the rear position lamp(s), according to the equipment prescribed by the present Convention for the vehicle of each category;

(b) On trailers, front position lamps, if such lamps are required according to Annex 5, paragraph **22.2**, of this Convention, and not less than two rear position lamps.

Paragraph 2, subparagraph (a)

Driving **beam headlamps** shall be switched off and replaced by passing **beam headlamps** (*English version only*):

(a) In built-up areas where the road is adequately lighted and outside built-up areas where the **road** is continuously lighted and the lighting is sufficient to enable the driver to see clearly for an adequate distance and to enable other road-users to see the vehicle far enough away;

Paragraph 3 (English version only)

3. When, however, a vehicle is following closely behind another vehicle, driving **beam headlamps** may be used to give a luminous warning as referred to in Article 28, paragraph 2, of the intention to overtake.

Paragraph 4,

4. Fog lamps may be lit only **in fog or any similar condition of reduced visibility** and, as regards front fog **lamps**, as a substitute for passing **beam headlamps**. Domestic legislation may authorize the simultaneous use of front fog lamps and passing **beam headlamps** and the use of front fog lamps on narrow, winding roads.

Paragraph 5,

5. On vehicles equipped with front position lamps, such lamps shall be **switched on** together with the driving **beam headlamps**, the passing **beam headlamps** or the front fog lamps. **The function of the front position lamps may be substituted by the passing beam headlamps and/or the driving beam headlamps, provided that in case of failure of such lamps the front position lamps are automatically switched on again.**

Paragraph 6 (ex paragraph 7).

6. Domestic legislation may make it compulsory for drivers of motor vehicles to use during the day either passing **beam headlamps** or daytime running lamps.

Paragraph 7 (ex paragraph 6).

7. During the day, a motorcycle moving on the road shall **have lit** at least one passing **beam headlamp** to the front and a red lamp to the rear. Domestic legislation may permit the use of daytime running lamps instead of passing **beam headlamps**.

Paragraph 8.

8. Between nightfall and dawn and in any other circumstances when visibility is inadequate, the presence of power-driven vehicles and **of trailers connected to power-driven vehicles**, standing or parked on a road shall be indicated by front and rear position lamps. **In fog or any similar condition of reduced visibility** passing **beam headlamps** or front fog lamps may be used. Rear fog lamps may in these conditions be used as a supplement to the rear position lamps.

Paragraph 11.

11. Domestic legislation may grant exemptions from the provisions of paragraphs 8 and 9 of this Article for vehicles standing or parked **in built-up** areas where there is very little traffic.

Paragraph 12.

12. Reversing lamps may be used only when the vehicle is reversing or about to reverse; **optional additional reversing lamps may remain illuminated during short and slow forward manoeuvres.**”

Add, after paragraph 12, a new paragraph 12 bis to read:

“12 bis. Maneuvring lamps may be used only when the vehicle is driving at a speed not exceeding 10km/h (6 miles).”

Paragraph 14, subparagraph (a), (b) (English version only) and (c)

“14. Special warning lamps:

(a) Displaying a blue **and/or red** light may be used only on priority vehicles when carrying out an urgent mission or when in other cases it is necessary to give warning to other road-users of the presence of the vehicle;

(b) Displaying an amber light may be used only when the vehicles **are** genuinely assigned to the specific tasks for which they were equipped with the special warning lamp or when the presence of such vehicles on the road constitutes a danger or inconvenience to other road-users.

(c) The use of warning lamps displaying other colours may be authorized by domestic legislation.”

After paragraph 15, add a new paragraph 16 bis to read:

(see informal document n°4 March session 2014) (to be discussed)

“16. Motor vehicles can be equipped with complementary lighting and signalling systems in accordance with Annex 5 of this Convention in order to increase their visibility and/or help drivers better understand some situations on the road.”

ARTICLE 39 (Technical requirements and inspection of vehicles)

Paragraph 1

Add, after the first subparagraph, a new subparagraph to read:

1.

« When these vehicles are fitted with systems, parts and equipment that are in conformity with the conditions of construction, fitting and utilization according to technical provisions of international legal instruments referred to in Article 8, paragraph 5bis of this Convention, they shall be deemed to be in conformity with Annex 5.»

B. Amendments to the Annexes to the Convention

ANNEX 1 (EXCEPTIONS TO THE OBLIGATION TO ADMIT MOTOR VEHICLES AND TRAILERS IN INTERNATIONAL TRAFFIC)

Paragraph 2 *(see document ECE/TRANS/WP.1/2012/8).*

Subparagraph (a)

*Replace the word “indicators” by the words “**monitoring systems.**”*

Subparagraph (c)

Amend as follows:

“(c) Rear view mirrors / devices for indirect vision so designed as to yield backwards under moderate pressure so that they no longer project beyond the permissible maximum width.”

Paragraph 8 *(see document ECE/TRANS/WP.1/2011/4/Rev.3)(English version only)*

Amend to read:

8. Contracting Parties may refuse to admit to their territories in international traffic any motor vehicle equipped with passing **beam headlamps** with asymmetric beams if such beams have not been adapted to suit the direction of traffic in their territories.

ANNEX 5

(Technical provisions regarding vehicles and trailers)

Chapter I (Braking)

Section D, Paragraph 18 (see document ECE/TRANS/WP.1/2012/8)

Add a new subparagraph (b) to read:

“(b) as an alternative to the provisions of subparagraph (a) of this paragraph, a motorcycle may be equipped with a brake system that operates the brakes on all wheels, consisting of two or more subsystems actuated by a single control designed so that a single failure in any subsystem (such as leakage-type failure of a hydraulic subsystem) does not impair the operation of any other subsystem.”

Previous subparagraph (b) becomes subparagraph (c).

Chapter II (Vehicle lighting and light-signalling devices)

Replace chapter II with the following text:

“A. Definitions

19. For the purposes of this chapter, the term:

(a) "Driving **beam headlamp**" means the lamp used to illuminate the road over a long distance ahead of the vehicle;

(b) "Passing **beam headlamp**" means the lamp used to illuminate the road ahead of the vehicle without causing undue dazzle or discomfort to oncoming drivers and other road-users;

(c) "Adaptive front lighting system" means *the* lighting device providing beams with differing characteristics for automatic adaptation to varying conditions of use of the passing beam and/or the driving beam,

(d) "Cornering lamp" means *the* lamp used to provide illumination of that part of the road which is located near the forward corner of the vehicle at the side towards which the vehicle is going to turn, (*still to be discussed*)

(e) "**Bend lighting**" (*definition to be added, see IMMA proposal ECE/TRANS/WP.1/2014/2*)

(f) "Front position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the front;

(g) "Rear position lamp" means the lamp used to indicate the presence and the width of the vehicle when viewed from the rear;

(h) "Stop lamp" means the lamp used to indicate to other road-users to the rear of the vehicle **that the longitudinal movement of the vehicle is intentionally retarded;**

(i) "Emergency stop signal" means *the* automatically generated signal to indicate to other road users to the rear of the vehicle that a high retardation force has been applied to the vehicle relative to the prevailing

~~road conditions; it is provided by the simultaneous operation of all the stop or direction indicator lamps of the vehicle; (technical prescription, see § 35)~~

(j) "Rear-end collision alert signal" means the automatically generated signal given by the leading vehicle to the following vehicle. It warns that the driver of the following vehicle needs to take emergency action to avoid a collision;

(k) "Front fog lamp" means the lamp used to improve the illumination of the road ahead of the vehicle in case **of fog or any similar condition of reduced visibility**;

(l) "Rear fog lamp" means the lamp used to make the vehicle more easily visible from the rear **in fog or any similar condition of reduced visibility**;

(m) "Reversing lamp" means the lamp used to illuminate the road to the rear of the vehicle and provide a warning signal to other road-users that the vehicle is reversing or about to reverse, **or, in the case of optional additional reversing lamps, to provide illumination to the side for slow manoeuvres**;

(n) "Manoeuvring lamp" means the lamp used to provide supplementary illumination to the side of the vehicle to assist during slow manoeuvres. (*Source: Informal document No. 5, March 2012*);

(o) "Direction-indicator lamp" means the lamp used to indicate to other road-users that the driver intends to change direction to the right or to the left; **a direction indicator lamp or lamps may also be used to indicate the function of a vehicle alarm system**;

(p) "Parking lamp" means the lamp **which is** used to **draw attention** to the presence of a **stationary vehicle in a built-up area. In such circumstances it replaces** the front and rear position lamps;

(q) "End-outline marker lamp" means the lamp **fitted near to the extreme outer edge and as close as possible to the top of the vehicle and intended to indicate clearly the vehicle's overall width. This lamp is intended, for certain motor vehicles and trailers, to complement the vehicle's front and rear position lamps by drawing particular attention to its bulk**;

(r) "Hazard warning signal" means the signal given by the simultaneous functioning of all **a vehicle's** direction-indicator lamps **to show that the vehicle temporarily constitutes a special danger to other road users**;

(s) "Side marker lamp" means the lamp used to indicate the presence **of the vehicle** when viewed from the side;

(t) "Special warning lamp" means the lamp **emitting blue, red or amber light intermittently for use on vehicles and** intended to indicate either priority vehicles or a vehicle or a group of vehicles whose presence on the road requires other road-users to take special precautions, in particular, convoys of vehicles, vehicles of exceptional size and road construction or maintenance vehicles or equipment;

(u) "Rear registration plate **lamp**" means the device **used to illuminate the space reserved for the rear registration plate; such a device may consist of several optical components;**

(v) "Daytime running lamp" means ***the* lamp facing in a forward direction used to make the vehicle more easily visible when driving during daytime;**

(w) "Exterior courtesy lamp" means ***the* lamp used to provide supplementary illumination to assist the entry and exit of the vehicle driver and passenger or in loading operations;**

(x) "Retro-reflector" means ***the* device used to indicate the presence of a vehicle by the reflection of light emanating from a light source ~~not unconnected with that~~ to the vehicle, the observer being situated near the source;**

(y) "Conspicuity marking" means ***the* device intended to increase the conspicuity of a vehicle, when viewed from the side or rear, (or, in the case of trailers, additionally from the front) by the reflection of light emanating from a light source not connected to the vehicle, the observer being situated near the source;**

(z) "Illuminating surface" means the orthogonal projection of the **lamp in a plane perpendicular to its axis of reference and in contact with the exterior light-emitting surface of the lamp. For a retro-reflector, the light-emitting surface is considered to be delimited by planes contiguous to the outermost parts of the retro-reflector's optical system;**

B. Technical prescriptions

20. Principles

20.1 (ex 20) The colours of lights mentioned in this chapter shall be in accordance with the definitions given in ***international legal instruments concerning wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles*** (*)

20.2 (ex 19 bis) A specific illuminating function can be performed by more than one lamp.

20.3 (ex 55) Lamps on a given vehicle having the same function and facing in the same direction, shall be of the same colour.

Lamps and retro-reflectors which are of even number shall be placed symmetrically in relation to the vehicle's median longitudinal plane,

* - The UN Regulations annexed to the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions" done at Geneva on 20 March 1958. *or*

- The UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

except on vehicles with an asymmetrical external shape. The intensity of the lamps in each pair shall be substantially the same. These provisions do not apply to an adaptive front lighting system.

20.4 (ex 56) Lamps of different kinds, and, subject to the provisions of other paragraphs of this Chapter, lamps and **retro-reflectors**, may be grouped or incorporated in the same device, provided that each of these lamps and reflectors complies with the applicable provisions of this Annex.

21. Driving beam headlamp, passing beam headlamp, adaptive front lighting system (see definitions 19 (a), 19 (b) et 19 (c))

21.1 (ex 21) With the exception of motorcycles, every motor vehicle with a maximum **authorized** design speed exceeding 40 km (25 miles) per hour shall be equipped in front with an even number of white driving **beam headlamps or the relevant parts of an adaptive front lighting system**.

21.2 (ex 22) With the exception of motorcycles, every motor vehicle with a maximum **authorized** design speed exceeding 10 km (6 miles) per hour shall be equipped in front with two white **passing beam headlamps or the relevant parts of an adaptive front lighting system**.

21.3 (ex 36) Subject to the possibility that exemption from all or some of these obligations may be granted in respect of mopeds by Contracting Parties which, in conformity with Article 54, paragraph 2, of the Convention, have declared that they treat mopeds as motorcycles:

- (a) Every two-wheeled motorcycle with or without side-car shall be equipped with one or two **white passing beam headlamps**;
- (b) Every two-wheeled motorcycle with or without side-car with a maximum **authorized** design speed exceeding 40 km (25 miles) per hour shall be equipped, in addition **to the passing beam headlamps**, with at least one **white** driving **beam headlamp**.

22. Front position lamp and rear position lamp (voir définitions 19 (f) et 19 (g))

22.1 (ex 23) Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped in front with two white or **amber** front position lamps.

22.2 (ex 34) **Every** trailer shall be equipped at the front with two white front position lamps if its width exceeds 1.60 m.

22.3 (ex 37) Every two-wheeled motorcycle without side-car may be equipped at the front with one or two **white or amber** front position lamps.

22.4 (ex 24)

(a) Every motor vehicle other than a two-wheeled motorcycle without side-car shall be equipped at the rear with an even number of red rear position lamps;

(b) Every trailer shall be equipped at the rear with an even number of red rear position lamps.

22.5 (ex 40) Every two-wheeled motorcycle without side-car shall be equipped at the rear with one rear **red** position lamp. (*See also the text proposed by IMMA: ECE/TRANS/WP.1/2014/2*)

23. (ex 25) Rear registration plate lamp (voir définition 19 (u))

On every motor vehicle or trailer the registration plate, or the number if present, located at the rear shall be illuminated by a rear registration plate lamp.

24. Front and rear fog lamp and illuminating surface (see definitions 19(k), 19(l) et 19(z))

24.1 (ex 46) Every motor vehicle ~~and every motorcycle~~ may be fitted with one or two white or selective-yellow front fog lamps. They shall be placed in such a way that no point on their illuminating surface is above the highest point on the illuminating surface of the **passing-beam headlamps**.

24.2 (ex 27) Every motor vehicle, except motorcycles, and every trailer shall, and every motorcycle may, be fitted at the rear with one or two red rear fog lamps; they shall be able to be switched on only if the driving **beam headlamps**, the passing **beam headlamps** or the front fog lamps are switched on.

25. Retro-reflector (see definition 19 (x))

25.1 (ex 28) Every motor vehicle other than two-wheeled motorcycles without side-car shall be equipped at the rear with at least two red **retro-reflectors** of other than triangular form.

25.2 (ex 29) Every trailer shall be equipped at the rear with at least two red **retro-reflectors**. These **retro-reflectors** shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal.

25.3(ex 30) Every motor vehicle with a length exceeding 6 m and every trailer shall be fitted with (an) amber side retro-reflector(s). The rearmost side retro reflector may be red if it is combined with a red rear lamp.

25.4 (ex 32) Every trailer shall be equipped at the front with two white retro-reflectors of other than triangular form.

25.5 (ex 41) Every two-wheeled motorcycle without side-car shall be equipped at the rear with a **red** non-triangular retro-reflector. (*See also the text proposed by IMMA: ECE/TRANS/WP.1/2014/2*)

26. (ex 31) Side marker lamp (see definition 19 (s))

Every motor vehicle with a length exceeding 6 m and every trailer with a length exceeding 6 m (for trailers including the drawbar) shall be fitted with amber side marker lamps. The rearmost side marker lamp may be red if it is combined with a red rear lamp.

27. (ex 33) **Conspicuity marking** (see definition 19 (y))

Every motor vehicle, except motorcycles, and every trailer may be fitted with white or yellow conspicuity markings at the side and with red or yellow conspicuity markings at the rear. In addition, every trailer may be fitted with white conspicuity markings at the front.

28. **Stop lamp** (see definition 19 (h))

28.1 (ex 35) With the exception of two-wheeled motorcycles with or without side-car, every motor vehicle with a maximum **authorized** design speed exceeding 25 km (15 miles) per hour and every trailer shall be equipped at the rear with at least two red stop lamps. **An additional center high-mounted stop lamp may be fitted on such vehicles.**

28.2 (ex 42) Subject to the possibility for Contracting Parties which, in conformity with Article 54, paragraph 2, have declared that they treat mopeds as motorcycles, to exempt two-wheeled mopeds with or without side-cars from this obligation, every two-wheeled motorcycle with or without side-car shall be equipped with a **red** stop lamp. (*See also the text proposed by IMMA: ECE/TRANS/WP.1/2014/2*)

29. **Daytime running lamp** (see definition 19 (v))

29.1 (ex 38) Every motor vehicle, **except motorcycles, shall** be equipped with two white or amber daytime running lamps.

29.2 (ex 39) Every two-wheeled motorcycle may be equipped with one or two white or amber daytime running lamps. (*See also the text proposed by IMMA: ECE/TRANS/WP.1/2014/2*)

30. (ex 45) **Direction-indicator lamp** (see definition 19 (o))

Every motor vehicle except a moped, and every trailer, shall be equipped with **amber** direction-indicator lamps, fitted on the vehicle in even numbers.

31 (ex 47) **Reversing lamp** (see definition 19 (m))

Motor vehicles, except motorcycles, and trailers with a permissible maximum mass exceeding 750 kg shall be fitted with one or two white reversing lamp(s) at the rear. Two additional white reversing lamps may be fitted on the side of motor vehicles and trailers with a length exceeding 6m. Reversing lamps shall be lit only when the reverse gear is engaged.

32. **Manoeuvring lamp** (see definition 19 (n)) (*proposal*)

Every motor vehicle, except motorcycles with or without side car, may be equipped on the side with one or two white manoeuvring lamp(s).

33. (ex 49) **Special warning lamp** (see definition 19 (t)) (*see informal document from Germany n°5, add.1, WP.29*)

Special warning lamps shall emit a ***revolving*** or flashing light. Colours of these lights shall conform to the provisions of Article 32, paragraph 14.

34. (ex 50) Hazard warning signal (see definition 19 (r))

Every motor vehicle **and every trailer shall, and every motorcycle may**, be so equipped that they can emit a hazard warning signal.

35. Emergency stop signal (see definition 19 (i))

The emergency stop signal is provided by the simultaneous operation of all the stop or direction indicator lamps of the vehicle.

36. (ex 51) Rear-end collision alert signal (see definition 19 (j))

Every motor vehicle may be so equipped that it can emit a rear-end collision alert signal, which is given by the simultaneous operation of all direction indicator lamps.

37. (ex 52) End-outline marker lamp (see definition 19 (q))

Every motor vehicle and trailer more than 1.80 m wide may be fitted with end-outline marker lamps. Such lamps shall be mandatory if the width of a motor vehicle or trailer exceeds 2.10 m. If these lamps are fitted, there shall be at least two of them and they shall emit white or amber light towards the front and red light towards the rear.

38. (ex 24bis) Parking lamp (see definition 19 (p))

Every motor vehicle, except motorcycles, with a length not exceeding 6 m and a width not exceeding 2 m may be fitted with two white front parking lamps and two red rear parking lamps, or with one parking lamp at each side showing white light to the front and red light to the rear.

39. (ex 53) Cornering lamp and bend lighting (see definitions 19 (d) and (e))

39.1 Every motor vehicle, except motorcycles, may be fitted with white cornering lamps.

39.2 (Text to be added, see the IMMA proposal)

40. (ex 54) Exterior courtesy lamp (see definition 19 (w))

Every motor vehicle except a motorcycle may be fitted with white exterior courtesy lamps.

41. Provisions involving several categories of lights / signals / devices

41.1 (ex 48) (see informal document from Germany n°5, add.1, WP.29)

No lamps, other than direction-indicator lamps, the hazard warning signal, **stop lamps when operated as emergency stop signal** and special warning

lamps, shall emit a **revolving** or flashing light. **Side marker** lamps may flash at the same time as direction-indicator lamps.

41.2 (ex 44) Motor vehicles with three wheels placed symmetrically in relation to the vehicle's median longitudinal plane, which are treated as motorcycles pursuant to Article 1, subparagraph (n), of the Convention, shall be equipped with the devices prescribed in paragraphs **21.1, 21.2, 22.1, 22.4 (a), 25.1, et 28.1** above. However, on an electric vehicle the width of which does not exceed 1.30 m and with a maximum **authorized** design speed not exceeding 40 km (25 miles) per hour a single driving beam headlamp and a single passing beam headlamp are sufficient.

41.3 (ex 26) The electrical connections on all motor vehicles (including motorcycles) and on all combinations consisting of a motor vehicle and one or more trailers shall be such that the driving beam headlamps, the passing beam headlamps and the front fog lamps **can only be switched on together with the rear and front position lamps, the end-outline marker lamps, if they exist, the side marker lamps, if they exist, and the rear registration plate lamp**. However, this provision shall not apply to driving **beam headlamps** or passing **beam headlamps** when they are used to give the luminous warning referred to in Article 32, paragraph 3, of this Convention.

41.4 (ex 43) Without prejudice to the provisions concerning lamps and devices prescribed for two-wheeled motorcycles without side-car, any side-car attached to a two-wheeled motorcycle shall be equipped at the front with a **white or amber** front position lamp **and at the rear with a red rear position lamp** and a **red retro-reflector**. The electrical connections shall be such that the front position lamp and rear position lamp of the side-car are switched on at the same time as the rear position lamp of the motorcycle.

Delete paragraphs 42 to 45.

Chapter III (Other requirements)

Paragraphe 47 (see ECE/TRANS/WP.1/2012/8)

Amend to read:

“47. Every motor vehicle shall be equipped with one or more driving (rear-view) mirrors **or other device for indirect vision**; the number, dimensions and arrangement of these mirrors shall be such as to enable the driver to see the traffic to the rear of his vehicle.”

Chapitre IV (Exemptions)

Paragraphe 60

Amend subparagraphs (a) and (c) to read :

(a) Motor vehicles and trailers which have a maximum **authorized** design speed not exceeding 30 km (19 miles) per hour **or those**

which the maximum authorized design speed is limited by domestic legislation to 30 km per hour;

(c) *French version only*

Paragraph 61

Delete current subparagraphs (a) and (h) and amend the order of subparagraphs and the wording of subparagraphs (c) and (g) to read :

61. Contracting Parties may also grant exemptions from the provisions of this Annex in respect of vehicles which they register and which may enter international traffic:

(a) As regards the position of lamps on special-purpose vehicles whose external shape is such that the said provisions could not be observed without the use of mounting devices which could easily be damaged or torn off;

(b) As regards trailers, carrying long loads (tree trunks, pipes, etc.), which are not coupled to the drawing vehicle when in movement, but merely attached to it by the load;

(c) By authorizing the emission towards the rear of white light and towards the front of red light for the following equipment:

- **[Revolving or]** Flashing lamps of priority vehicles;
- Fixed lamps for exceptional loads;
- Side lamps and **retro-reflectors**;
- Professional lighted signs on the roof;

(d) By authorizing the emission of blue or red light towards the front and towards the rear for revolving or flashing lamps;

(e) By authorizing on any side of a vehicle of a special shape or kind or used for special purposes and in special conditions, alternating red retro-reflective or fluorescent and white retro-reflective strips;

(f) By authorizing the emission towards the rear of white or coloured light reflected by figures or letters or by the background of rear registration plates, by distinctive signs or by other distinctive marks required by domestic legislation;

~~(g) By authorizing the use of the colour red for rearmost lateral retro-reflectors and side lamps. (to be deleted because already included in § 25.3 and 26)~~

(g) By authorising the fitting of white conspicuity markings at the rear of motor vehicles and trailers. (see informal document n°5 of 21 March 2014)

APPENDIX (DEFINITION OF COLOUR FILTERS FOR OBTAINING THE COLOURS REFERRED TO IN THIS ANNEX (TRICHROMATIC COORDINATES))

Delete this Appendix

II. EXPLANATORY MEMORANDUM (Justification of the proposed amendments)

(Unofficial translation)

Article 1, paragraph (u) *(amendment)*

The proposed amendment aims at providing a fuller and more accurate definition of "Articulated vehicle" by separating the articulated vehicle that is not designed to transport people from one intended solely for transporting people.

Article 8, paragraph 5 bis *(new) (basis document ECE/TRANS/WP.1/2014/3)*

Driver's skills vary substantially; human failure is by far the predominant cause of traffic accidents. Vehicle systems such as Driver Assistance Systems support the driver in his driving task. They also may take influence on the way vehicles are driven. Thereby, they have the potential to take immediate beneficiary influence on road safety or to do the same by reducing drivers' workload. Yet, in the recent past, technical developments have given rise to doubt and uncertainties whether all vehicle systems available today are in concordance / consistent with traffic regulations. The suggested amendment resolves this concern.

Keeping the driver in a superior role is a guiding principle of road traffic regulations. Therefore, overrideability as well as the possibility for the driver to switch systems off ensure that the driver's will is put forth. Nevertheless there may be such vehicle systems which do – temporarily or constantly – not allow for overriding their interventions at any time or for switching them off completely, e.g. brake assist, a system which supports the driver in an emergency brake situation by applying – in case of an emergency braking manoeuvre – the maximum braking deceleration. Such system design may be rooted in the fact that a driver might not show appropriate actions or reactions in a potentially dangerous driving situation leading to the effect that the vehicle system would be prevented from deploying its full benefit for road traffic safety. Moreover, dangerous driving situations are imaginable which the driver might even aggravate by trying to override a vehicle system's intervention (e.g. by overriding/aborting an emergency braking intervention or by overriding/aborting an emergency swerving intervention). Such vehicle systems – even though they may possibly be not overrideable at any time or even though they may not be switched off completely – may help the driver to maintain his vehicle under control in dangerous driving situations.

The proposed amendment therefore is to consider Driver Assistance Systems as satisfying the principles mentioned in Art. 8, paragraph 5 and Art. 13, paragraph 1, of the Vienna Convention on Road Traffic (1968) if they are in conformity with the conditions of construction, fitting and utilization according to international legal instruments concerning wheeled vehicles, equipment and parts, in particular the regulations annexed to the Geneva Agreements of 1958 and 1998 (listed in the footer of the new paragraph 5 bis of Article 8 of the Convention).

The driver's obligation to monitor and control any kind of action taken by a vehicle system is addressed by the guiding principle underlying all road traffic rules. The systems are not designed to override decisions taken by drivers.

Article 25 bis, paragraph 2 (*amendment*)

The proposed amendment introduces a more general formulation to also target the automatic switching of passing beam headlamps when the vehicle is equipped with this function.

Article 32

In the English version, the words "driving lamp" and "passing lamp" are replaced by "**driving beam headlamp**" and "**passing beam headlamp.**" These same terms are also included in Article 25 bis, in Annex 1, paragraph 8 and Chapter II of Annex 5. This is an alignment of a technical English term used in the Regulations annexed to the UN Agreements listed in the footer of the new paragraph 5bis of Article 8 of the Convention Vienna.

Paragraph 1, subparagraph (b) (*amendment*)

The number of the quoted paragraph was amended to reflect changes of numbering introduced in Chapter II of Annex 5.

Paragraph 2, subparagraph (a) (*amendment*)

The terms "carriageway" and "road" are used interchangeably and the other in the Convention, the term "road" is more appropriate here.

Paragraph 4 (*amendment*)

In this amendment, the term "thick" to characterize the fog was removed because it is a subjective concept and a more general wording was chosen to include all cases of reduced visibility.

Paragraph 5 (*amendment*)

The proposed amendment aims at clarifying the conditions under which the front position lamps may be replaced by the passing beam headlamps and/or driving beam headlamps.

Paragraphs 6 et 7 (*amendment*)

For more clarity, the order of paragraphs 6 and 7 are reversed. In the French version, the term "feu de jour" is replaced by "« feux de circulation diurne »".

Paragraph 8 (*amendment*)

Precision to the first sentence. For the second sentence, see the explanation in paragraph 4 above.

Paragraph 11 (*amendment*)

Editorial change.

Paragraph 12 (*amendment*)

The proposed addition aims at introducing additional reversing lamps, which are optional, specifying the conditions under which they can be used.

Paragraph 12 bis (*new*)

The proposed amendment aims at introducing manoeuvring lamps that are designed to help the driver when he performs manoeuvres at low speed.

Paragraph 14 (*amendment*)

The proposed amendment aims at allowing the use, in addition to the color blue, the color red for the special warning lights on emergency vehicles, the red color is already used in several countries.

The current last sentence of this paragraph, which allows other colors by the countries, was transformed into a subparagraph c).

Paragraph 16 (*new*)

The purpose of this new paragraph is to allow, in addition to the lights and signals provided for in Article 32, additional lighting and signaling systems to increase the visibility of vehicles and/or help drivers to better understand certain situations on the road, especially at night or when visibility is insufficient. These complementary systems are described in the new Chapter 2, Annex 5.

Article 39, paragraph 1, second subparagraph (*addition*)

The technical requirements set out in this Convention, in particular in Annex 5, are directly inspired by the requirements contained:

-either in the UN Regulations annexed to the "Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, done at Geneva on 25 March 1958;

-or the UN Global Technical Regulations developed in the framework of the "Agreement concerning the establishing of global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles" done at Geneva on 25 June 1998.

The purpose of the proposed amendment is to consider the vehicles conform with these technical standards, which evolve rapidly according to technical advances (and therefore faster than the provisions of the Vienna Convention), as fulfilling the requirements of Annex 5, which is a condensed summary of the technical standards. It is recalled that Article 3, paragraph 2 a) of the Convention provides that the rules in force in the territory of a Contracting Party may contain provisions not contained in the said Annex, since they do not conflict with safety principles governing the provisions. These safety principles are reflected in the

above legal instruments at the moment of their amendments or the introduction of new devices.

ANNEX 1

Paragraph 2 (subparagraphs a) et c)) (*amendment*)

These are changes relating to the designation of technical terms.

Paragraph 8 (*amendment*)

English version only. See explanation at Article 32 above.

ANNEX 5

Chapter I, Section D, paragraph 18 (*amendment*)

The proposed amendment aims at introducing a new subparagraph (b) to allow on the motorcycle a brake system different from that set out in subparagraph (a).

Chapter II (*restructuring and amendment*)

This entire chapter is completely restructured to improve readability by proceeding in the same time to a comprehensive update of its provisions. So were inserted new lights and signals which, in reality, already exist vehicles in traffic. These are manoeuvring lamps, cornering lamps, bend lights, the adaptive front lighting system, the emergency stop signal, the rear-end collision alert signal, exterior courtesy lamps, the conspicuity marking.

Efforts have been made to ensure that the provisions of the Convention stay simple and limited, as much as possible, to the presence, number, color and use of the devices. It was also considered appropriate to mention the characteristics that could be easily verified by drivers and other road users, such as the adaptive or variable intensity lighting and collision alert or stop emergency signals.

Concerning definitions, they have been aligned with those of the UN Regulation No. 48 annexed to the 1958 Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, done at Geneva on 25 March 1958, including amendments.

Furthermore, regarding the lights and signals that were already covered in this chapter, formal improvements and additional clarifications were made compared with the current provisions.

When it was considered appropriate, simplified formulations were selected to remain in the context of the Convention.

The amber color has been added as an option in the color white for the front position of motorcycles to make them more easily recognizable.

Chapter III

Paragraph 47 (*amendment*)

The amendment aims at expanding the concept of rear-view mirrors by introducing devices for indirect vision.

Chapter IV

Paragraph 60

Editorial modification

Paragraph 61 (*amendment*)

The exemptions listed concerning the amber front position (ex subparagraph (a)) of paragraph 61 and the colour red for rearmost lateral reflectors and side lights (ex subparagraph (h) of paragraph 61) are deleted because these devices now fall under the scope of the provisions of Chapter II of Annex 5.

In new subparagraph (g) is added the possibility for Contracting Parties to allow the use of white conspicuity marking at the rear of vehicles.

APPENDICE (*suppression*)

The Appendix to Annex 5 is deleted because it merely repeats more succinctly the colors of active and passive lighting and light–signalling devices as defined in the UN Regulation No. 48 annexed to the 1958 Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles and the conditions for reciprocal recognition of approvals granted on the basis of these prescriptions, done at Geneva on 25 March 1958, including amendments. Moreover, this suppression is to link to the new provision introduced in paragraph 20.1 of Chapter II, Annex 5.
