

Proposal for amendments to Regulation No. 46 (Devices for indirect vision)

This document replaces ECE/TRANS/WP.29/GRSG/2013/5 and ECE/TRANS/WP.29/GRSG/2013/5/Corr.1 distributed during the 104th session of GRSG. The modifications to the current text of UN Regulation No. 46 are marked in bold for new characters.

I. Proposal

Insert new paragraphs 21.18. to 21.19., to read:

- "21.18. Contracting Parties applying this Regulation may declare that in relation to the approval of devices for indirect vision and the installation of these devices on motor vehicles, they will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of category M₁.**
- 21.19. Until the requirements to secure vision at the immediate front of motor vehicles and outside the passenger side are introduced in this Regulation, Contracting Parties applying this Regulation may continue to apply the requirements for this purpose that are already in effect when they adopt this Regulation."**

II. Justification

- * In some Contracting Parties where ratio of vehicles to pedestrian accidents is relating high because of reasons like the same roads are disorderly used by pedestrians and motor vehicles, it is important to secure vision at the immediate front and front passenger seat side of motor vehicles.
 - * In fact, in Japan where many pedestrians including infants and pupils, and many vehicles use the same narrow roads, the number of accidents between SUVs or minivans at start and pedestrians involving fatalities and injuries were about 1,300 (average from 2001 to 2005) per year before adopting the regulation for Ensuring the View of immediate front and front passenger seat side. They had been reduced to 900 by about 30% of the numbers after the adoption. The regulation to secure vision for the driver at the immediate front and front passenger seat side of the vehicle for the driver has shown much advantage in Japan and it is considered that the same advantage should be seen in many contracting parties having the similar traffic conditions.
 - * In view of establishing IWVTA **for M₁ category**, countries with different road traffic conditions should also apply R46, thereby making this Regulation an international standard.
 - * It is appropriate to add new transitional provisions to make R46 easier for countries applying supplement vision requirement addressing specific road condition safety needs.
 - * This is specified in paragraph 2, Article 3 of the Proposal for Revision 3 of the 1958 Agreement.
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