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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Road Traffic Safety

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Item 3 (a) of the provisional agenda

Convention on Road Traffic (1968)

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

### **Convention on Road Traffic (1968)**

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

**Submitted by the Governments of France and Italy and Laser Europe**

### **Amendments to the Convention on Road Traffic (1968)**

1. The Governments of France and Italy and Laser Europe are submitting a draft proposal of amendments to the Vienna Convention that includes a draft memorandum explaining all the changes that are proposed.
2. The draft proposal summarizes the texts currently under consideration (ECE/TRANS/WP.1/2011/4/Rev.5 as amended by WP.1 at its October 2015 session, currently available as document ECE/TRANS/WP.1/2011/4/Rev.6), but it also includes the proposals still to be considered that are contained in document ECE/TRANS/WP.1/2012/8, informal document No. 5 of 21 March 2014 submitted by Germany and informal document No. 5/Add.1 submitted by WP.29 at the WP.1 session in September 2012. References to these documents are indicated provisionally, next to the proposals in question. The draft also incorporates some suggestions for the amendment of texts that have already been adopted, either to ensure better consistency or to correct certain shortcomings.
3. Furthermore, a restructuring of Chapter II of Annex 5 is proposed so as to make it clearer and more understandable and to avoid a renumbering of Chapters III, IV and V of Annex 5, which would involve a risk of introducing errors. To make the restructured

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Chapter II easier to read, reference should be made to the table showing the correspondence between the restructured paragraphs (informal document) and the relevant paragraphs of document TRANS/WP.1/2011/4/Rev.5 and the Vienna Convention.

4. New suggestions for changes are in ***bold italic***.

## A. Amendments to the main text of the Convention

**Article 25 bis** (Special regulations for tunnels indicated by special road signs) (see ECE/TRANS/WP.1/2011/4/Rev.5)

Amend paragraph 2 as follows:

“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) (see ECE/TRANS/WP.1/2011/4/Rev.5)

Amend the following paragraphs of article 32 as follows:

### Paragraph 1, subparagraphs (a) and (b)

“(a) Change the English version only, as follows:

“(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

*Introductory sentence, change the English version only, as follows:*

“2. Driving **beam headlamps** shall be switched off and replaced by passing **beam headlamps**.”

*Amend subparagraph (a) as follows:*

“(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

Change the English version only, as follows:

“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. However, domestic legislation may authorize the simultaneous use of front fog lamps and passing beam headlamps, the simultaneous use of front fog lamps and cornering lamps 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, as follows:

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

Paragraph 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) Change the English version *only*, as follows:

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) Displaying other colours may be authorized by domestic legislation.”

## 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 ECE/TRANS/WP.1/2012/8)

Subparagraph (a)

Replace the word “indicators” with 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 ECE/TRANS/WP.1/2011/4/Rev.5)

Change the English version *only*, as follows:

“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 conditions concerning motor vehicles and trailers)

#### Chapter I (Braking)

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

Add a new subparagraph (b), as follows:

“(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;*”

The previous subparagraph (b) becomes subparagraph (c).

Replace Chapter II as follows:

#### “Chapter II (Vehicle lighting and light-signalling devices)

### 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;
- (e) “Bend lighting” means a lighting function to provide enhanced illumination in bends;
- (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 strong deceleration has been applied to the vehicle because of the prevailing road conditions; ~~it is provided by the simultaneous operation of all the stop or direction indicator lamps of the vehicle;~~ *(to be transferred into technical prescriptions, see para. 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 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;
- (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;
- (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 may replace 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 a vehicle’s direction-indicator lamps to show that the vehicle temporarily constitutes a 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 intended 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 independent of the vehicle;

(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;

(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

(The italicized numbers in brackets correspond with the numbering in document ECE/TRANS/WP.1/2011/4/Rev.5 and are mentioned for information only.)

### 20. Principles

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

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

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\* The United Nations 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 United Nations 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.

**20.3 (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, 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 (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 and illuminating surface (definitions 19 (a), 19 (b), 19 (c) and 19 (z))**

**21.1 (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 (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 (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 design speed exceeding 40 km (25 miles) per hour may be equipped, in addition to the passing beam headlamps, with at least one white driving-beam headlamp;

(c) Every two-wheeled motorcycle with or without a side-car with a maximum design speed exceeding 50 km (31 miles) per hour shall be equipped, in addition to the passing beam headlamps, with one or two white driving-beam headlamp(s).

**21.4** *The outer edges of the illuminating surfaces of the driving lamps shall in no case be closer to the extreme outer edge of the vehicle than the outer edges of the illuminating surfaces of the passing lamps.* (See para. 21 of the Vienna Convention.)

**22. Front position lamp and rear position lamp (definitions 19 (f) and 19 (g))**

**22.1 (23)** Every motor vehicle other than two-wheeled motorcycles without side-cars shall be equipped in front with two white or amber front position lamps;

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

**22.3 (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 (24)** (a) Every motor vehicle other than two-wheeled motorcycles without side-cars 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 (40)** Every two-wheeled motorcycle without side-car shall be equipped at the rear with one or two rear red position lamp(s).

**23. (25) Rear registration plate lamp (definition 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 (definitions 19 (k), 19 (l) and 19 (z))**

**24.1 (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 (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 (definition 19 (x))**

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

**25.2 (29)** Every trailer shall be equipped at the rear with at least two red retro-reflectors. *It shall, however, be permissible for a trailer whose overall width does not exceed 0.80 m to be equipped with only one such retro-reflector if the trailer is coupled to a two-wheeled motorcycle without side-car.*

These retro-reflectors shall have the shape of an equilateral triangle with one vertex uppermost and one side horizontal. No signal lamp shall be placed inside the triangle.

*(Additions in bold italics are taken from Annex 5, Chapter II, para. 28, of the Vienna Convention.)*

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

**25.5 (41)** Every two-wheeled motorcycle without side-car shall be equipped at the rear with one or two red non-triangular retro-reflector(s) and may be equipped, at each side, with one or two non-triangular retro-reflector(s) which are amber at the front and amber or red at the rear.

**26. (31) Side marker lamp (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. (33) Conspicuity marking (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 (definition 19 (h))**

**28.1 (35)** With the exception of two-wheeled motorcycles with or without side-cars, 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 centre high-mounted stop lamp may be fitted on such vehicles.

**28.2 (42)** Subject to the possibility for Contracting Parties which, in conformity with Article 54, paragraph 2, of the Convention 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 one or two red stop lamp(s).

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

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

**29.2 (39)** Every two-wheeled motorcycle, with or without a side-car, may be equipped with one or two white daytime running lamps.

**If the headlamp is switched on, the daytime running lamp(s) shall not come on when the engine is running.**

If installed, the daytime running lamp(s) shall automatically be on when the engine is running. If no daytime running lamp(s) is (are) installed, the headlamp shall automatically be on when the engine is running.

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

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

**31. (47) Reversing lamp (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 6 m. Reversing lamps shall be lit only when the reverse gear is engaged.

**32. Manoeuvring lamp (definition 19 (n)) (*proposal to be discussed*)**

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

**33. (49) Special warning lamp (definition 19 (t))**

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

**34. (50) Hazard warning signal (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 (definition 19 (i)) (proposal to be discussed)**

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

**36. (51) Rear-end collision alert signal (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. (52) End-outline marker lamp (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. (24 bis) Parking lamp (definition 19 (p)) (See informal document No. 5/Add.1.)**

*Every motor vehicle 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. Cornering lamp and bend lighting function (definitions 19 (d) and (e))**

**39.1 (53)** Every motor vehicle, except motorcycles, may be fitted with white cornering lamps.

**39.2 (38 bis)** Every motor vehicle may be equipped with the bend lighting function that can be produced in conjunction with the principal passing beam, by activating additional light source(s) or additional lighting unit(s) or through the swivelling of the driving beam headlamp(s) on each side of the vehicle.

In the case of two-wheeled motorcycles, the additional light source(s) or additional lighting unit(s) used to produce bend lighting on each side of the vehicle may only be automatically activated and deactivated on the basis of the banking of the vehicle.

**40. (54) Exterior courtesy lamp (definition 19 (w))**

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

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

**41.1 (48)** No lamps, other than direction-indicator lamps, the hazard warning signal, stop lamps when operated as emergency stop signals and special warning lamps, shall emit a flashing light. Side marker lamps may flash at the same time as direction-indicator lamps.

**41.2 (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 *this* Convention, shall be equipped with the devices prescribed in *paragraphs 21.1, 21.2, 22.1, 22.4 (a), 25.1 and 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 shall be sufficient.

**41.3 (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 lamps. 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 (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)

**Paragraph 47** (See ECE/TRANS/WP.1/2012/8)

Amend as follows:

“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.”

### Chapter IV (Exemptions)

**Paragraph 60** (70 of document ECE/TRANS/WP.1/2011/4/Rev.5)

Amend subparagraphs (a) and, in the French version only, (c), as follows:

“(a) Motor vehicles and trailers which have a maximum authorized design speed not exceeding 30 km (19 miles) per hour or those having a ~~maximum design~~ speed limited by domestic legislation to 30 km per hour;

(c) (Change applies to the French version only.)”

**Paragraph 61** (71 of document ECE/TRANS/WP.1/2011/Rev.5)

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

“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;
- 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 paras. 25.3 and 26)

(g) **By authorizing the fitting of white conspicuity markings at the rear of motor vehicles and trailers.**” (See informal document No. 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)

### **Article 25 bis, paragraph 2** (amendment)

The proposed amendment introduces more general wording so as to cover automatic switching of passing beam headlamps when vehicles are equipped with this function.

### **Article 32** (amendment)

In the English version, the words “driving lamp” and “passing lamp” are replaced with “driving beam headlamp” and “passing beam headlamp”. The same terms are also included in article 25 bis, in Annex 1, paragraph 8 and Chapter II of Annex 5. This has been done to align the terminology with the technical term used in the English version of the Regulations annexed to the United Nations agreements listed in the footnote of Annex 5, Chapter II, new paragraph 20.1, of the Vienna Convention.

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

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

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

The terms “carriageway” and “road” are used interchangeably in the Convention; the term “road” is more appropriate here.

### **Paragraph 4** (amendment)

In this amendment, the word “thick” to describe fog has been removed because it is a subjective concept; a more general wording has been chosen so as to include all cases of reduced visibility.

**Paragraph 5** (amendment)

The proposed amendment is aimed 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 and 7** (amendment)

For clarity, the order of paragraphs 6 and 7 has been reversed. In the French version, the term “*feu de jour*” has been replaced by “*feu de circulation diurne*”.

**Paragraph 8** (amendment)

Clarification of the first sentence. For the second sentence, see the explanation in paragraph 4, above.

**Paragraph 11** (amendment)

Editorial change.

**Paragraph 12** (amendment)

The proposal is aimed at introducing additional reversing lamps, which are optional; it specifies the conditions under which they may be used.

**Paragraph 12 bis** (new text)

The proposal is aimed at introducing manoeuvring lamps that are designed to help the driver when manoeuvres are performed at low speed.

**Paragraph 14** (amendment)

The proposed amendment is aimed at allowing the use, in addition to the colour blue, of the colour red for the special warning lights on emergency vehicles. Red lights are already in use in several countries.

The last sentence of the paragraph as it currently stands, which allows countries to use other colours, becomes subparagraph (c).

## **Annex 1**

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

These amendments relate to technical nomenclature.

**Paragraph 8** (amendment)

The change applies to the English version only.

## **Annex 5**

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

1. The proposed amendment is aimed at introducing a new subparagraph (b) to allow motorcycles to have a braking system different from the one described in subparagraph (a).

## II. Chapter II (restructuring and amendment)

2. The entire chapter has been completely recast to improve readability; at the same time, its provisions have been thoroughly updated. Thus, new lights and signals have been incorporated which already exist on vehicles in circulation; these include manoeuvring lamps, cornering lamps, bend lighting, adaptive front lighting systems, emergency stop signals, rear-end collision alert signals, exterior courtesy lamps and conspicuity markings.

3. An effort has been made to ensure that the provisions of the Convention remain simple and limited as much as possible to addressing the presence, number, colour 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.

4. As for the definitions, they have been brought into line with those of United Nations 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 20 March 1958, including amendments.

5. Additionally, for the lights and signals already covered in this chapter, formal improvements and additional clarifications have been made to the provisions currently applicable.

6. When considered appropriate, simplified wording has been used so as to remain in the context of the Convention.

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

## III. Chapter III

### Paragraph 47 (amendment)

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

## IV. Chapter IV

### Paragraph 60 (amendment)

Editorial change.

### Paragraph 61 (amendment)

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

10. The possibility for Contracting Parties to allow the use of white conspicuity marking at the rear of vehicles has been added in new subparagraph (g).

## **V. Appendix (deleted)**

11. The Appendix to Annex 5 has been deleted because it only served to provide a brief overview of the colours for active and passive lighting and light-signalling devices as defined in United Nations 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 20 March 1958, including amendments. The deletion is related to the new provision introduced in Annex 5, Chapter II, paragraph 20.1, of the Vienna Convention.

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