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World Forum for Harmonization of Vehicle Regulations

Working Party on Lighting and Light-Signalling

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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 United Kingdom

The text reproduced below was prepared by the expert from the United Kingdom in order to ensure that current provisions, allowing the deactivation 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 characters.

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

A. PROPOSAL

Paragraph 6.19.7., amend to read:

"6.19.7. Electrical connections

The daytime running lamps shall be switched ON automatically when the device which starts and/or stops the engine is in a position which makes it possible for the engine to operate.

The daytime running lamps shall at short intervals.

Furthermore, the lamps referred to in paragraph 5.11. are not switched on when the daytime running lamps are switched ON.

It shall be possible to activate and deactivate the automatic switching ON of daytime running lamps without the use of tools."

B. JUSTIFICATION

The United Kingdom (UK) believes that drivers should be able to deactivate the automatic activation of DRLs in countries where their use is not mandated. This proposal re-introduces the text that would be deleted from the Regulation by 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.

Research carried out on our behalf by the Transport Research Laboratory Ltd (TRL) ^{*/} shows that there is considerable uncertainty in the potential casualty savings reported in the European Commission's study and they are likely to be far less than originally predicted. There remain concerns about the safety of motorcyclists and other vulnerable road users, which must be addressed before the mandatory introduction of DRLs. The use of DRLs will also hamper efforts to reduce vehicle emissions and our research suggests that the cost/benefit analysis for the introduction of DRLs is likely to be negative.

It is unlikely that DRLs will produce significant benefits compared to other safety measures in the UK and in view of the fact that the use of DRLs are not mandated by all Contracting Parties to this Regulation drivers should have the option of deactivating DRLs.

^{*/} Copies of TRL's report are available at:

www.dft.gov.uk/stellent/groups/dft_control/documents/contentservertemplate/dft_index.hcst?n=17378&l=3
