

67th GRE session
Brief notes on the 63rd WP.1 session
Agenda item 6. (a)

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

1 – Driver Assistance Systems (DAS)

WP.1 for some time has been considering the issue of driver responsibility in the context of Articles 8 and 13 of the Convention with regard to DAS. An informal group had been created to prepare proposals for amendments to such provisions, in particular concerning a definition of DAS.

The expert from France as pilot of the informal group reported on the outcome of a meeting on 7 December 2011 in Brussels (Informal document No. 7). It has been proposed to insert additional text in Article 8, paragraph 5. which would indicate that DAS shall not be considered contrary to the principles defined in Articles 8 and 13 if they comply with certain requirements concerning their design and operation. He also noted that there had been no consensus in the group on this text and that a decision on the way forward should be taken.

Comments in the discussion:

- the proposed text is too complicated and not suitable for the Convention;
- the Convention is regulatory law and has nothing to do with driver responsibility or product liability;
- the text of the convention is sufficient;
- the European Agreement should also be considered.

The Chair suggested that the informal group should consider the comments; a decision how to proceed would be taken later.

2 – Proposals on lighting and light-signalling

WP.1/2011/4

Informal document No.5 (63.)

WP.1 proceeded to a first reading of the proposal submitted by WP.29. Decisions and remarks are noted below.

Article 32

Para. 1.(a) – Replace “32” by “34”

Para. 6. – Some experts preferred the original text – to be reviewed.

Para. 10. – Attention was drawn to the definitions of “carriageway” and “road” in Article 1 – the changes to be reviewed.

Para. 11. – In view of the decision to para. 10. the original text “in streets” will be maintained or replaced by “roads”; possibly a definition of “street” could be proposed – to be reviewed.

Para. 12.bis – to be inserted from Informal document No.5

Para. 14. – Review coherence with Annex 5, para. 19, the definition of special warning lamps.

Annex 5

All references to be checked to be coherent with the re-numbering of paras. 27.

Para. 1 bis – To be deleted, see item 1 above.

Para.19.- Definitions

Several experts noted their concern about the text of Annex 5 being extended by many new provisions and questioned the need for such detailed rules. However, it was pointed out that the current version of Annex 5 reflects the technology of 1968 with the details known at that time; the choice therefore would be either an up-to-date text or none at all. As an intermediate solution it was recommended to prepare for the 64th session a new paragraph 16. to Article 32 which would establish coherence to Annex 5.

In addition, several experts asked for detailed explanations on the design and function of certain devices; this was answered by reference to Regulation No. 48 and to the device Regulations.

Definition “cornering lamp” – delete the square brackets.

Definition “emergency stop signal” – to be reviewed.

The discussion was concluded after reading the “front fog lamp” definition. It will be continued at the 64th WP.1 session.

Dieter Matthes